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The China Mail

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HONG KONG, THURSDAY, MAY 23, 1929. PRICE \$3.00 Per Month.

ARSENAL GOES OVER GREAT UNEASINESS IN CANTON FATSHAN RETAKEN

Both Sides Tired After Two Days' Fighting

POSITION IN WAICHOW

The Canton correspondent of the "China Mail" reports that the Arsenal went over to Kwangsi on Tuesday afternoon. It was expected that there would be a fight for the Arsenal and foreigners were warned against leaving Shameen for Tungshan to play golf as fighting was anticipated at any moment. Up to the present, however, nothing has materialised, though there is great uneasiness in the City and a certain number of shops have closed their doors.

SIX TRANSPORTS EXPECTED

Our Canton correspondent adds they took on the North River sector on Sunday but lost on Monday unless Li Mu-chi, now on the East River front, will succeed in bringing in reinforcements for the Kwangsi troops from the East to the north.—Nan Chung Kuo News Service.

Kwangsi Defeat Claimed
Nanking, Yesterday.

A communiqué from Canton states that Shihung has capitulated to Kwangtung, the enemy retreating in a most disorderly manner to Kwangsi, and all danger to Canton being removed.

It adds that the Fukien troops have driven out the pro-Kwangsi faction from Swatow.—Reuter.

Railways Damaged

Canton, Yesterday.
Since the outbreak of fighting in the North, West and East River districts, the Kowloon-Canton, Yu-Han and Canton-Samshui Railways have suffered the most damage.

As has been reported recently, the destroyed section of the Canton-Samshui Railway from Ko-Tong to Fatshan has been repaired and normal traffic has been resumed since Tuesday. The section from Fatshan to Samshui, however, is still under repair.

The Yu-Han Railway is still in the throes of war. The suspension of passenger traffic is indefinite.

Normal traffic may not be resumed by the Chinese Section of the Canton-Kowloon Railway until the iron bridge at Shekten, which was blown up during the fight with General Li Mu-chi, whose troops threatened to enter Canton along the railway at that time, is repaired.—Nan Chung Kuo News Service.

POSITION IN SWATOW

City Plunged in a State of Chaos

Swatow, Yesterday.
Because of the temporary retreat of the Kwangsi front line in the North River Districts, the situation in Swatow is again becoming critical. The city has been plunged into a state of chaos, and troops of General Hsu Ching-tong, under the command of Li Mu-chi, brigade commander, are withdrawing from Swatow, moving northward to reinforce Kwangsi.

The Chaochow-Swatow Railway is being used by the local authorities for the transportation of these troops, thus suspending public traffic.—Nan Chung Kuo News Service.

DR. SUN YAT-SEN

REMAINS PLACED IN A NEW COFFIN

Peking, Yesterday.
The body of Dr. Sun Yat-sen today was placed in funeral clothes and in a coffin, ready for the journey to the mausoleum.

Madame Sun, accompanied by Mr. Sun Fo, the Soong brothers, and a doctor from the Peking Union Medical College, superintended the operation.

The doctor opened the lacquered coffin, in which Dr. Sun had been some time, and re-embalmed the body, after which it was dressed in a blue satin long gown, black silk jacket, white silk stockings and gloves and black satin boots, then placed in a new bronze coffin.

Those present afterward held a family memorial service, at which Madame Sun was greatly affected and broke down.—Reuter.

EXTERMINATION AT HAND!

FENG'S MANIFESTO

COMMANDER OF "NATIONAL SALVATION FORCES"

"ILLEGAL NANKING GOVT."

Shanghai, To-day.

Marshal Feng Yu-hsiang has published a manifesto from Chinkow dated May 20 announcing that he has been elected Commander-in-Chief of the National Salvation Forces and "Chiang Kai-shek's extermination is now at hand."

Marshal Feng Yu-hsiang requests the neutrality of friendly Powers. He announces that the "Revolutionary Army" will not recognise the validity of any loan or contract or agreement for munitions and aeroplanes concluded with the "illegal Nanking Government."

He concludes by promising the protection of the lives and property of foreigners.

A War Council

General Ho Ying-ching flew in a sea plane from Hankow to Nanking in three hours this morning to participate in a war council.

In this connection it is understood that although the National forces have completed preparations, a punitive mandate against Marshal Feng will not be issued before June 1—after the burial of Dr. Sun Yat-sen.—Reuter.

A Peking Raid

Peking, Yesterday.
Tang Song-chi has gone to Nanking in response to a summons from Marshal Chiang Kai-shek.

The local military authorities yesterday raided the Peking Municipal offices and arrested five Kuominchun officials, and seized radio equipment with which it is suspected they were communicating with Marshal Feng Yu-hsiang.

Yesterday evening a telegram was received from Nanking dismissing Mr. Ho Chi-kung, who is still taking refuge in the Legation quarter, from the post of Mayor.—Reuter.

Waiting to Advance

Hankow, Yesterday.
There is very little activity locally, and owing to a censorship news from Honan is very difficult to obtain.

The Wu-Han troops have all taken position on the Han river and at Kinshan, and await only Nanking's order to advance.

It is learned that Marshal Feng has appointed different route commanders: thus

General Sun Liang-chen commands in East Honan and along the Lung-Hai railway, with his base at Kaifeng.

General Han Fu-chu commands in South Honan, and along the Kin-Han railway, with his base at Chengchow.

General Shih Yu-shan commands the Nanking Command, not necessarily Chiang:

Division Commander First Division Liu Chi

Second Division Koo Chuk-tung

Third Division Chen Kai-sing (formerly under Chen Tai-chun)

Fourth Division Mao Pi-nan

Fifth Division Sung Sih-fen

Sixth Division Fang Chek

Seventh Division Wang Chang

Eighth Division Chu Shao-hang

Ninth Division Chiang Ting-wen

Tenth Division Fang Ting-yang

Eleventh Division Tsai Wen-shan

Twelfth Division Chin Han-tung

Thirteenth Division Sha Tao-yin

Strength under direct command of the Nanking Command, not necessarily Chiang:

Division Commander First Division Fang Chin-wu

45th Division Chen Tao-yuen

49th Division Yin Ying-chi

First Independent Brigade Commander Chen Yao-hai

Other Units recently organised: Commander

First Division (Provisional) Chen Ching

Second Division (Provisional) Lo Hsing-ping

Feng Yu-hsiang: Commander

20th Division Han Fu-chu

21st Division Liang Kan-yung

22nd Division Ching Hsin-ming

23rd Division Wei Fung-lao

24th Division Shih Yao-san

25th Division Ching Chieh-chung

27th Division Tan Chin-shia

28th Division Sung Chi-shia

29th Division Ching Hsi-yan

30th Division Jie Heng-chang

31st Division Sun Lin-chung

Other Provincial Army:

Commander

14th Division Liao Ping-fang

17th Division Wa Hsung-kwei

18th Division Cheng Yo-shin

19th Division Wen Shin-chai

20th Division Lin Mao-yin

21st Division Yang Fu-cheng

22nd Division Ma Hsung-ping

23rd Division Chen Te

First Mixed Brigade Mun Chi-chung

Second Mixed Brigade Yin Sih-jea

Third Mixed Brigade Chao Ching-dan

Fourth Mixed Brigade Fei Chin-chuin

Fifth Mixed Brigade Ma Lin

REVAL STRENGTHS

List of Commanders of Divisions

In view of the conflict between Marshals Chiang Kai-shek and Feng Yu-hsiang, a review of their respective strength may be of interest.

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S.S. "TIMAVO" Sails on or about 27th June.

M.V. "HIMALAJA" Sails on or about 9th July.

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From Hong Kong.

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M.V. "ROMOLO" Sails on or about 7th June.

S.S. "FIUME" Sails on or about 18th June.

S.S. "VENEZIA" Sails on or about 25th June.

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Regular Passenger and Cargo Service to South African Ports.

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£95, £90 10s. via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TATYO MARU Wednesday, 29th May.

TENOY MARU Wednesday, 12th June.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

SHIZUOKA MARU Monday, 17th June.

YOKOHAMA MARU Monday, 1st July.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

KATORI MARU (Calls Lisbon) Saturday, 1st June.

ATSUTA MARU Saturday, 15th June.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU Wednesday, 26th June.

AKI MARU Wednesday, 24th July.

BOMBAY via Singapore, Penang, & Colombo.

† PENANG MARU Tuesday, 28th May.

SADO MARU Tuesday, 11th June.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

GINYO MARU Thursday, 30th May.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

WAKASA MARU Friday, 7th June.

NEW YORK via PANAMA.

† ASUKA MARU Friday, 31st May.

LIVERPOOL via Port Said, Geneva, Marseilles.

DAKAR MARU Monday, 10th June.

CALCUTTA via Singapore, Penang & Rangoon.

† AKITA MARU Thursday, 30th May.

SHANGHAI, KOBE & YOKOHAMA.

† DURBAN MARU Thursday, 23rd May.

HAKONE MARU Monday, 27th May.

AWA MARU Friday, 31st May.

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For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 and 3397. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.

ANDES MARU Sunday, 9th June.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.

MANILA MARU Thursday, 27th June.

BOMBAY—Via Singapore & Colombo.

SUMATRA MARU Wednesday, 19th June.

DURBAN, LORENZO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MONBASA—Via Singapore & Colombo.

CHICAGO MARU Friday, 31st May.

CALCUTTA—Via Singapore, Penang & Rangoon.

INDUS MARU Saturday, 1st June.

CELEBES MARU Tuesday, 18th June.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from

SHANGHAI.

ALABAMA MARU Monday, 10th June.

APAHU MARU Tuesday, 12th June.

MELBOURNE—Via Manila, Brisbane & Sydney.

MADEAS MARU Thursday, 6th June.

HAIPHONG—Via Hanoi & Pakhoi.

MENADO MARU Thursday, 6th June 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.

JAPAN PORTS.

TACOMA MARU Friday, 24th May.

ATLAS MARU Saturday, 8th June.

SCOURBAYA MARU Sunday, 9th June.

KEELUNG—Via SWATOW & AMoy.

HOZAN MARU Sunday, 2nd June 8 p.m.

FARAO—Via SWATOW & AMoy.

SOURABAYA MARU Sunday, 9th June 3 p.m.

DELI MARU Thursday, 20th June Noon.

TAKAO & KEELUNG.

No further particulars please apply to—OSAKA SHOSEN KAISHA.

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SHIPPING SECTION.



CANADIAN CANALS

A CENTURY OF
ENDEAVOUR

TRANSFERRING TRAFFIC

FOR INTER-ISLAND RUN

The present reconstruction of the Welland Canal will transfer a great deal of traffic to Montreal, which has been decided to make the Canadian terminal at the head of Lake Ontario.

Canal works in Canada date back to 1790, when an attempt was made to improve water communication above Montreal by cutting a small channel without locks and with a depth of only 18 inches, from Lachine to Montreal.

This work failed, owing to financial difficulties, and though twice revived, it was abandoned completely some time after 1793.

The first locks actually constructed on the St. Lawrence were built by the Royal Engineers, for military purposes, round the lower and upper rapids between Lakes St. Louis and St. Pierre.

These locks were 40 ft. long and 6 ft. wide, and will only 24 ft. of water for cargo.

On her trip from Hong Kong, she made an average speed of 10 knots, which is considered fair for coastwise shipping.

Captain Cornelio Joaquin, formerly master of the s.s. "Nuestra Senora de la Paz," also of Genato and Company, crew brought her from Hong Kong.

The new ship will soon be put on the run between Manila, Romblon, Capiz and New Washington, sailing from this city every Saturday.

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OVERLAND CHINA MAIL ILLUSTRATED

GENATO STEAMER

NEW SHIP FOR ISLAND SERVICE

FOR INTER-ISLAND RUN

With the arrival of the s.s. "Nuestra Senora del Rosario," another addition to the growing inter-island fleet was effected, says the "Manila Bulletin."

The "Nuestra Senora del Rosario" belongs to Genato and Co., Ltd., a local shipping concern. She was especially constructed for the local shipping firm by the Kwong Tak Cheong S. E. and Dock Co., Ltd., Hong Kong.

She is of 391 gross and 371 net tons and draws 10 feet of water, which makes her suitable for inter-island trade. She has eight cabins which can accommodate 14 first-class passengers, and accommodations for about 90 steerage passengers. Her deck has two decks and a bridge deck, and two holds for cargo. She is 168 feet long, 12 ft. wide and 23 feet deep.

On her trip from Hong Kong, she made an average speed of 10 knots, which is considered fair for coastwise shipping.

The new ship will soon be put on the run between Manila, Romblon, Capiz and New Washington, sailing from this city every Saturday.

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SHIP SERVICE

PROPELLING ECONOMY OF

MERCHANT VESSELS

In his paper on "Merchant Ship Service Performances," read to the Institute of Marine Engineers, Mr. E. V. Telfer, D.Sc., pointed out that at no time had shipowners and their technical advisers been faced with so many alternative methods of improving the propulsive economy of merchant ships than they were to-day. The acid test of efficiency was, he continued, reduction of fuel consumption for given speed, and increase of speed for the same fuel consumption. Engineers were inclined to submit pounds per horse-power hour as the test of engine economy, while the naval architect tried to insist that only power and speed should influence the reviewing of hull economy. Both were right, but the last word was with the shipowner, who asked of what use was low pounds per horse-power, or low power, if the fuel consumption of his vessel, was still far too high. This challenge could only be met by engineers and naval architects agreeing on the true average power developed by the engines and required by the ship. Mr. Telfer then proceeded to explain the weakness of indicator cards and abstract logs as guides to engine economy and hull performances, and to advocate a specified system of thorough analysis of accurately recorded experience. In concluding, he appealed to those interested to co-operate in the establishment and wide recognition of some satisfactory statistical method of presenting and distinguishing the facts of ship performance. The method discussed in his paper had, he said, worked exceedingly well in practice, and had proved of considerable value, outside its main purpose, in the detection of waste and the revealing of ways of obtaining improved designs, thus ensuring progress based on the rock foundation of analysed experience. It was essential that the subject of merchant ship service analysis should be placed on a firm and lasting basis, and that the stultification of progress contributed by innate ignorance, indifference and prejudice should be avoided. Progress, while dearly bought, was invaluable.

TEN YEARS' SALVAGE WORK

The exclusive right for ten years to salvage vessels sunk during the war, which were insured by and which retain the property of the Instituto Nacional or its insured, has been granted to Generali, Italy.

The same Genoese company has recently carried on the technical

and successful but unfruitful search for the diamonds supposed to have been in the strong box of a Belgian steamer

sunk in the Bay of Biscay during the war.

The divers of this company

operate with the armoured type of diving suit, which is said to permit

submergence to practically any depth.

FIGHT ON STEAMER

PILGRIMAGE TO SACRED SHEINE

USE OF CHOPPERS?

A fight between passengers on the s.s. "Charles Hardouin" on May 2, whilst on a pilgrimage to a sacred shrine

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

Straits, Java, Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East and South Africa, Australasia, including New Zealand and Queensland Ports, and Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
MOREA	10,935	25th May Noon	Bombay, Marseilles & London.
*LAHORE	5,252	1st June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
DELTA	8,097	8th June	Marseilles, London & Hull.
JEXPORE	5,918	15th June	Marseilles, London, Antwerp, Rotterdam & Hamburg.
RAJPUTANA	16,568	22nd June	Bombay, Marseilles & London.
*PERIM	7,948	29th June	Marseilles, London, Antwerp & Rotterdam & Hamburg.
KASHGAR	9,065	6th July	Marseilles, London & Hull.
*MIRZAPORE	6,715	9th July	Straits, Colombo & Bombay.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Kedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALAMBA	3,013	25th May 3 p.m.	Singapore, Penang & Calcutta.
TALMA	10,000	12th June	Singapore, Penang & Calcutta.
SANTHIA	7,784	4th July	Singapore, Penang & Calcutta.
TAKADA	6,949	12th July	Singapore, Penang & Calcutta.

BI Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,956	31st May	
ST. ALBANS	4,500	5th July	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ARAFURA	6,000	2nd Aug.	
TANDA	6,956	30th Aug.	
ST. ALBANS	4,500	4th Oct.	

† Calls Ilolo & Carries Orchestra.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as indicated offers.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

RAJPUTANA	16,568	24th May	Shanghai, Kobe & Yokohama.
*GUNNA	5,248	24th May	Shanghai, Moji, Yihua, Kobe & Osaka.
*ROSSINGTON	—	25th May	Shanghai, Moji, Kobe & Yihua.
COURT	—	4th June	Moji, Kobe, Osaka & Yokohama.
ST. ALBANS	4,580	4th June	Amoy, Moji, Kobe, Yihua & Osaka.
SANTHIA	7,754	5th June	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	7th June	Shanghai, Moji, Kobe & Yokohama.
*JELISINGTON	—	10th June	Shanghai, Moji, Kobe & Yokohama.
COURT	—	10th June	Shanghai, Moji, Kobe & Yokohama.
*MIRZAPORE	6,715	10th June	Shanghai, Moji & Kobe.
ALIPORE	5,273	19th June	Shanghai, Moji & Kobe.
TAKADA	6,949	21st June	Amoy, Moji, Kobe & Osaka.
KHIVA	9,135	21st June	Shanghai, Kobe & Yokohama.
KHYBER	9,114	5th July	Shanghai, Moji, Kobe & Yokohama.
*KIDDERPORE	6,534	6th July	Shanghai, Moji & Kobe.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "NELEUS" ... Via Suez Canal 5th June.
S.S. "CITY OF MOBILE" ... Via Suez Canal 15th June.
S.S. "MACHAON" ... Via Suez Canal 23rd July.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:

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N.Y. HARBOUR PORT AUTHORITY TAKES ISSUE WITH RAILWAY COMPANY

NO CONGESTION

Hints of congestion in the handling of import and export traffic at the port of New York are denied by Mr. J. E. Ramsay, chief executive officer of the Port of New York Authority. Replying to a pamphlet issued by the Illinois Central Railroad, dealing with Latin American commerce, Mr. Ramsay states there has been a tremendous expansion in port facilities capable of handling more trade than is even now passing through.

The Port Authority communication refers particularly to a paragraph in the statement under the heading "Some Advantages of New Orleans," which reads:

"The water route from New Orleans to Brazilian and Argentine ports is about 320 miles greater than from New

York, but many Mississippi Valley shippers find the New Orleans route more satisfactory due to absence of congestion at New Orleans and the greater facility with which goods can be despatched through that port."

"The inference of this statement," Mr. Ramsay writes, "is that congestion does exist at the port of New York in the handling of import and export traffic to and from South America. Because of similar statements in the past we have made persistent inquiry among the carriers and terminal companies serving the port of New York to determine whether there has been any chronic congestion or delay in the handling of foreign commerce. The answers to our inquiries show none."

"Moreover, the testimony presented in the hearings before the Interstate Commerce Commission demonstrated quite clearly that there has been no congestion in the handling of import and export freight through the port of New York in recent years, and that on the contrary, there has been a continuous expansion of facilities capable of handling much more than is now passing through this port."

"It is not possible that reports concerning the situation at the railroad pier stations on Manhattan Island, which stations handle foodstuffs and merchandise for domestic distribution, have given you the impression that a similar situation exists in the handling of import and export freight? This confusion of the domestic delivery with the service to shipyards seems to be prevalent and leads to incorrect statements of the port of New York. It is true that from time to time the pier yards in handling purely domestic freight are taxed to capacity has been noted."

"This situation has been alleviated in recent years by the use of the motor truck as an auxiliary. However, with the exception of a very limited amount of l. c. l. freight moving in import and export trade, these facilities are not involved in the foreign commerce of the port."

"I am sure that you do not desire to spread incorrect inference concerning the situation at the port of New York which are without foundation, and we would appreciate receiving any information in your possession bearing on congestion due to a lack of facilities at New York."

ICEBOUND IN BALTIC

SEAMEN'S LIMBS AMPUTATED

The steamer "Tilisit" arrived recently at Grimsby after being delayed in the Baltic by ice since February 4.

Captain Voigtlander said the vessel left Königsberg with a cargo of pulp, and on arrival at Oulu, in Danzig Bay, he found ice 12ft. to 16ft. thick, which had been packed by a westerly wind. Eighteen ships were held up, a number of them some distance from the port. Members of the crews of many vessels suffered from frostbite, and some had limbs amputated.

The cold was so intense that it penetrated into the ground several feet, and the potato crop was destroyed.

"It was the severest winter ever remembered," said the captain, "and it is estimated that there will be ice in the Baltic up to the end of May."

MOVEMENTS OF STEAMERS

The B.I. s.s. "Gurna" left Singapore for this port on May 16 p.m., and is due here on May 23 at about 6 a.m.

The C.P.S. R.M.S. "Empress of France" is due here at p.m. on May 27 (Monday), and will berth at Pier No. 5, Kowloon Wharf. She will sail for Manila at 5 p.m. on May 28 (Tuesday).

PASSENGER LIST.

DEPARTURES

Per A. M. Liner "President Jefferson" for Manila May 21.

Mr. and Mrs. M. T. Boncan and son, Mr. and Mrs. J. B. Delgado, Miss Marie Duvall, Dr. H. W. Elders and daughters, Mr. Lee Foo-chung, Wong Goon-fung, A. Deleon, Lt. Comdr. A. W. Ashbrook, Rev. Father Gaspar Moreno, Rev. Father Pedro Mateos, Ching Wai, Po Kong, Mrs. Lo Choy, Mrs. Chu Shee, Eduardo Gutierrez, Chan Ak, A. E. Goodrich, Wong Kwok-wing, Keiichi Yoshida, Dotto Ellia, Miss Yu Poo-lin, Miss Dy Kuy-hue, K. Brian K. Shiratori, Ignacio Valeroso, Yu Eng-bin, M. C. Lamond, Fang Shiu-ku, Mrs. Alta Gage, Miss Violet George, R. W. Hammond, Edward Mathew, Mrs. Florence Podmore, Mrs. Matilda Podgrave, Teh Hsieh-shen, Jose Urquiza, Yang Chian-kwang, Lo Yuen-sing, Loachman Das, Luis De Amechazurra, Miss A. M. Rumsey, Rev. Father Pedro Romo, Chan Yok-chol, Lambert Barrista, Miss Kwong Luen-shu, Jose A. Del Prada, Runaldo Rivera, Ramon Ordoviza, Wong Chun, Mrs. Corazon De Reynolds, Madame T. Jud, Yu Eng-sik, Miss Yu Poo-ki, Miss Yu Sia-hong, Miss Bitu Yu, Elias Chamoun, Louis Zaidan, Miss Francis Rodgers.

AS "NEEDLES"

HOW AMMUNITION WAS SHIPPED

RECENT SHANGHAI CASE

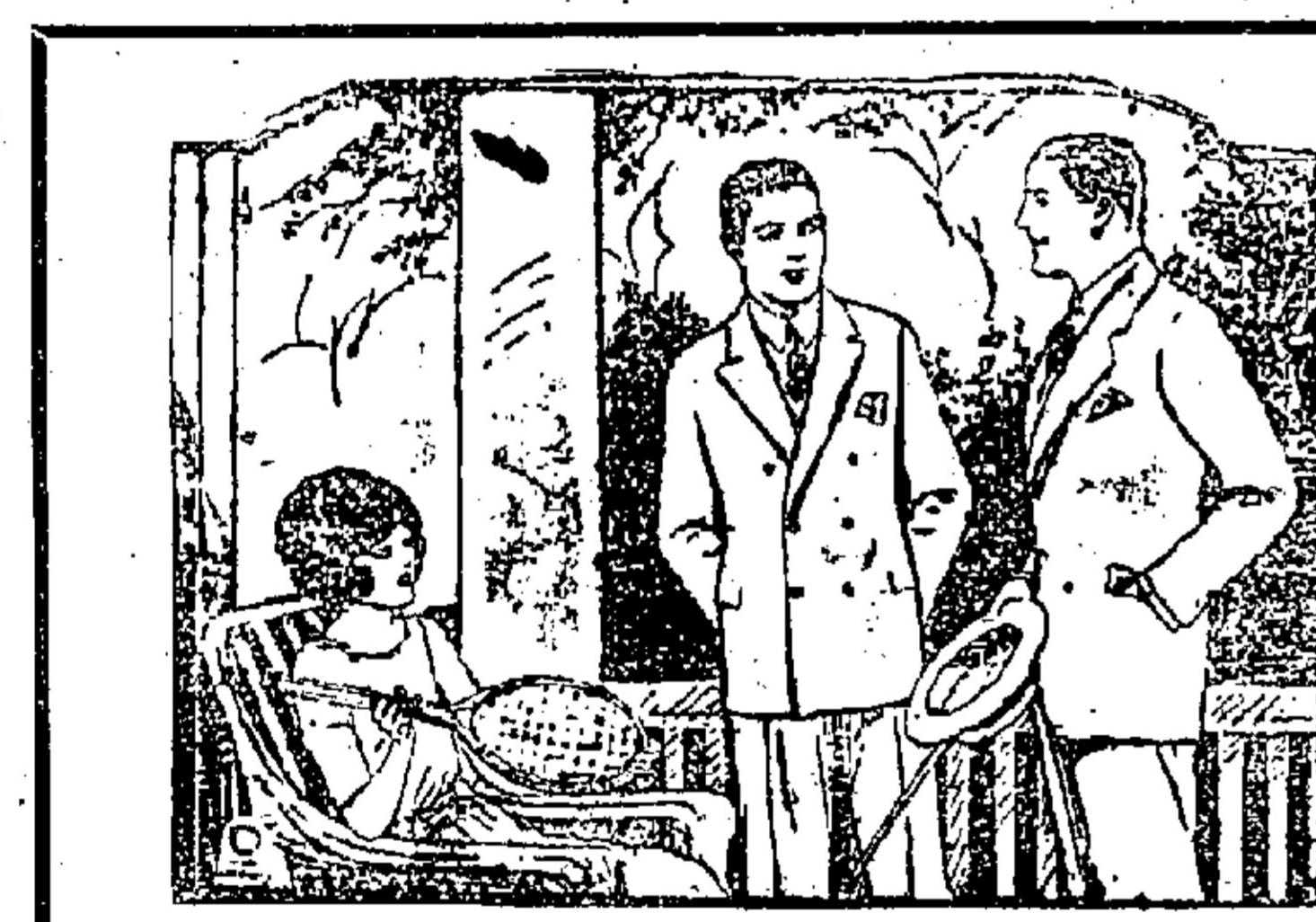
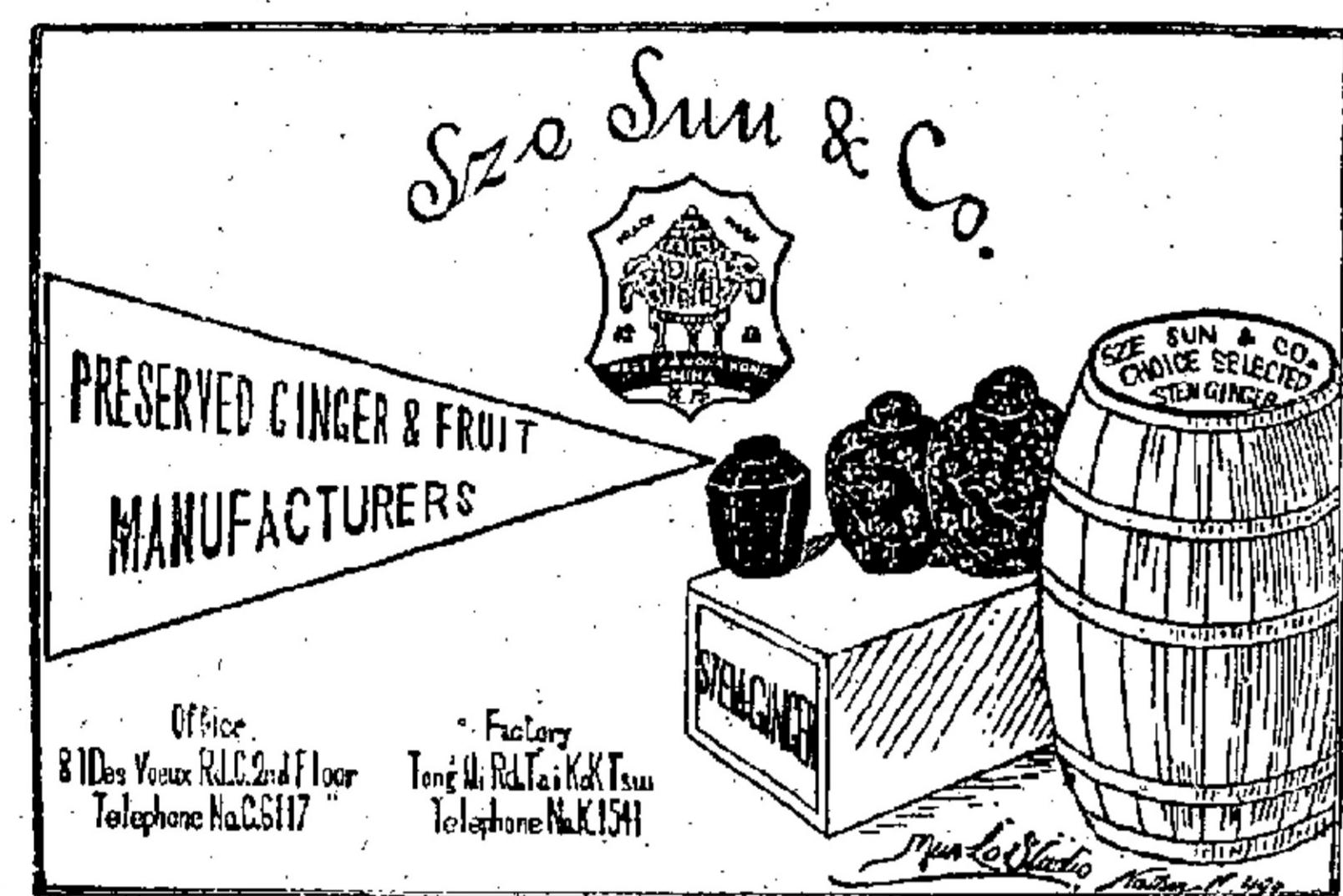
Judgment in favour of the plaintiffs for Rs.1,000 and costs, embodying all the statements of facts culled from the evidence and citing numerous legal authorities was delivered by Judge Milton D. Purdy in the American Court for China on April 30 in the case of the Indo-China S.N. Co. against Mr. James B. Katz, trading as the Commercial Export and Storage Company. Messrs. C. S. Franklin, of Fleming, Franklin and Allman, and Mr. Paul Urban, of Hansons, represented the Indo-China, and Mr. F. J. Schulz appeared for the defendant. The Indo-China's claim was for Rs.10,000 representing damages sustained over a shipment of 25 cases purported to contain needles—but which eventually turned out to be a cargo of ammunition. An outstanding feature of the judgment was the finding that the pistol ammunition was not "contraband" as defined in the contract of carriage.

The liability of the defendant must be decided upon the facts in this case, and upon the assumption that the defendant had no guilty knowledge of the fraud which had been perpetrated upon the Chinese Government officials at Shanghai, and subsequently upon the carriers who undertook to convey this consignment of pistol ammunition from Shanghai to Chungking. It is alleged in the complaint that the pistol ammunition was "contraband" because it was found in these boxes which were marked "Contraband". Precisely what was intended by this allegation is not entirely clear. Did the pleader intend to assert that this pistol ammunition was being transported at the time of its seizure contrary to some law or treaty of China which made it contraband, or that the pistol ammunition was "goods" which had been imported into China contrary to its Customs laws, and was therefore to be considered even after its importation as "contraband goods"? It will be remembered that this cargo had been originally imported into China from Germany and had been passed by the Chinese Maritime Customs at Shanghai. Of course it may have been "contraband" in either or both senses of that term, but manifestly it would require the law of China to establish that the goods as of that character. No such law of China has been offered in evidence or called to the attention of the court.

Article 18 of the Treaty of Tientsin of 1888 between the British Government and China, which was introduced in evidence by the plaintiff, relates specifically to "British merchant vessels concerned in smuggling" and smuggled goods are sometimes regarded as contraband. Of course it may be that goods which have been clandestinely or fraudulently introduced into a country in violation of that country's laws, may still retain their character as "smuggled goods" and that anyone who should be concerned in the subsequent transportation of such smuggled goods from one part of that country to another might be considered especially if he had knowledge of the illegal importation, as concerned in smuggling. But I am inclined to think from this provision of the Treaty of Tientsin that such a broad construction of the Treaty was not contemplated by the high contracting parties at the time it was negotiated.

It seems to me that they were dealing with British

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ginners are almost invariably most easily influenced by those who take the trouble to explain matters to them. Meantime, on such highly speculative point as to "the way ladies will vote, it will be best to "wait and see."

Just as every scrap of material energy, whether liberated by an engine, by the fall of a stone, or a volcanic explosion of a steam-hammer is never lost, but returns to the ever-constant store of energy which is the source of all physical activity in the universe—so spiritual or mental activity is not lost, but all of it returns, in some way not yet understood, to a store or pool of spiritual reality which is the non-material counterpart of energy. — Daily News (London).

The traffic beacon at the junction of Pedder-street and Des Voeux-road has been reconstructed.

Sir Robert and Lady Ho Tung left for Shanghai on Tuesday by the M.M. liner "Angers." Mr. J. M. Noronha was a passenger on the same boat.

In a report made to the Police, Miss Ellis, proprietor of Claremont Hotel, Kowloon, states that a counterpane was stolen from the roof of the hotel where it had been hung out to dry.

In addition to the small-pox cases, which are referred to in another paragraph, the Medical Officer of Health last week received notification of two Chinese cases of cerebro-spinal fever.

Yesterday two cases of diphtheria were notified, one being Portuguese and the other Chinese. Two cases of enteric fever were also reported, both being Chinese.

Ten small-pox cases were reported to the Medical Officer of Health last week. Nine of them occurred in the Victoria registration district and one in Kowloon. There were eight deaths. Yesterday's return contained one further case.

As foreshadowed in the "China Mail" some time ago, the "island" outside the Kowloon Ferry Wharf which was recently levelled is being used as a parking stand for motor buses. The new scheme was brought into operation for the first time yesterday.

Because he was very ill and had suffered for a long time, a Chinese of the working class attempted to end his misery by committing suicide. He jumped into the harbour from the Praya wall, but was rescued by a boatman and removed to the Government Civil Hospital.

Government passengers leaving for Home on Saturday, by the s.s. "Morea" include Mr. and Mrs. W. H. Owen (P.W.D.), Miss A. M. Davies (Medical), Mr. and Mrs. W. McKay and Mrs. C. J. Thompson (Harbour Office), and Messrs. W. E. Goldsmith, J. McLellan, E. Carpenter, and J. A. Munro (P.W.D.).

Mr. Lalchand, the managing partner of Messrs. Lalchand and Gangadas was the guest of honour at a tea party given in the Sindhi Merchants Club by Mr. Verhomal Shewaram, managing proprietor of the Pioneer Silk Store, yesterday afternoon. Mr. Lalchand intends leaving the Colony for India shortly with his wife and family.

The suicide of a Chinese woman passenger on the s.s. "Yuen Sang" by jumping overboard, was reported to the Police by Captain L. H. Hotting. The vessel, it is stated, was on her way from Singapore to Hong Kong. When the alarm was raised the "Yuen Sang" at once turned on her former tracts and a thorough search was made, but without result.

It is notified that the forthcoming local examination in connection with the Trinity College of Music, London, will be conducted by Mr. A. Mallinson, F.T.C.L., on the following dates:—Theory, Hong Kong University at 9.30 a.m. on Saturday morning; practical, at the City Hall, to-morrow, Saturday afternoon, and Tuesday, Mr. Mallinson arrives in Hong Kong to-day.

A house boy and coolie were yesterday charged at the Kowloon Magistracy before Mr. T. S. Whyte-Smith with assaulting the telephone operator of Kingscere Hotel, Kowloon. His Worship said that the whole affair seemed rather trivial as no weapons of any description were used and the complainant was in no way hurt. Accused were bound over in a personal bond of \$50 each to keep the peace for six months.

CORRESPONDENCE

WHAT THE WORLD NEEDS

(To the Editor of the "China Mail.")

Sir,—The people of Canada are to be applauded for holding, under the auspices of the Canadian National Council of Education, a Conference to which representatives of various foreign countries were invited.

While I believe in the integrity of races, and think it a mistake for any well-defined, distinct race of people to admit large numbers of an alien race into its territories, I also recognise the truth that in our day the world has a different aspect from that which it had only a few years ago. Steamships, railroads, aeroplanes, motor vehicles, telegraph, telephone, and radio have contracted the world to such a degree that what was once a world is now hardly more than one large country. Free and rapid inter-communication among all the peoples of the earth is creating a new spirit of co-operation, fellowship, and brotherhood among all peoples such as perhaps the world has never seen before (different from and opposed to the spirit of Soviet Russia), and in spite of the difference of races we are beginning to recognise the truth that God "hath made of one blood all nations of men for to dwell on all the face of the earth."

Such Conferences as that recently held in Canada should be of frequent occurrence all over the world. We in the United States hold such Conferences; and some time ago a notable one was held in Honolulu. They should be held everywhere (especially in Europe).

What the world now seeks (or at least needs) is the formulation of broad principles, the construction of a way of life. At present the world cannot see the forest on account of the trees. There is too much petty, detailed work with test-tubes, microscopes, and statistics. We need cloistered, consecrated thinkers and scholars in the quiet avenues and laboratories of thought, men who have had much schooling in the broad walks of life as well as in universities, and who then retire to their quiet cells to digest it all, and to hold conference between God and their souls. From such quiet cells there will yet emanate a light that will illuminate the world. The electric light of Edison marks the material conquest of the world. The spiritual light of unknown unregarded scholars and men of God will usher in the new spiritual era and spiritual conquest of the world.

Yours, etc.,

CHARLES HOOPER.

Coeur d'Alene, Idaho, U.S.A.

April 20, 1929.

MRS. G. E. STEPHENS

DEATH OCCURS IN THE VICTORIA HOSPITAL

HUSBAND ILL

The friends of Mr. G. E. Stephens, of the P.W.D., will sympathise with him in the death of his wife at the Victoria Hospital yesterday. Death was due to pneumonia. The death of Mrs. Stephens is particularly sad in view of the fact that her husband is at present lying ill with influenza, and, of course, cannot be informed of his great loss. Besides his wife, Mrs. Stephens is survived by four young children and a brother-in-law in Hong Kong, and other relatives at home.

Yesterday afternoon, the funeral, which was largely attended, took place at the Protestant Cemetery, Happy Valley, the Rev. H. V. Koop officiating at the graveside.

The chief mourners were Sergeant Stephens, R.E., brother-in-law, and Sergeant Kelly and Sergeant Kirby of the Police. A number of representatives of the Public Works Department, the Sanitary Department, and military units were present.

There was a large number of floral tributes including wreaths from the European staffs of the Buildings Ordinance Office and General Works Office, P.W.D.

Sentences of four months' hard labour on each charge were imposed at the Kowloon Magistracy on a Chinese who stabbed a Chinese detective in the lip, and resisted arrest when a pedestrian went to the officer's assistance.

A house boy and coolie were yesterday charged at the Kowloon Magistracy before Mr. T. S. Whyte-Smith with assaulting the telephone operator of Kingscere Hotel, Kowloon.

His Worship said that the whole affair seemed rather trivial as no weapons of any description were used and the complainant was in no way hurt. Accused were bound over in a personal bond of \$50 each to keep the peace for six months.

COMEDY COMPANY

"THE BEST PEOPLE" AT THEATRE ROYAL

SUCCESSFUL AS USUAL

Last night the Banvard English Comedy Company opened to a large and appreciative audience in the Theatre Royal, with a very successful reproduction of that very enjoyable play, "The Best People." There was plenty of "red-hot cussing" in the play, but the audience did not appear to be shocked. In fact, they made no attempt to hide the fact that they enjoyed it!

Everybody on the stage seemed to be "going." For example, old

Mrs. Lennox (Valentine Clemon) was for ever "going to pieces" at the least provocation

and had to be continuously admonished by her husband (Reginald Tippett) to "pull herself together."

Their son "Bertie" (T. W. Sleigh) was told

that he was "going to the dogs" because of his "affair" with a chorus girl—"Alice O'Neill" (Elana Aherne)—and he replied

that he was "going to stick to her," and his whole family could "go to hell!" The "Lenoxes" daughter "Marion" (Kathleen Vaughan), who was in love with her father's Canadian chauffeur (Ormiston Miller) said she would "go to the devil" if she was not allowed to marry.

"THIS BOLSHEVISM"

Uncle George Grafton (Henry J. Corner) said he was "going to the Police" to put a stop to this "Bolshevism," but "Millie Montgomery" (Josephine Kilfoyle), the Yankee show girl, said he should "go to a buck-house!"

"Millie," of course, was the centre of attraction on the stage. She was shocking, but meant well and was not half as bad a girl as her ways made her appear to be. Although this "sweet patootie's" twang could not be placed on either side of the Mason-Dixon line, she put her part "over big." "Lord Rockmore" (Bardy Russell) was never seen for long on the stage, because he was constantly being told to "get out," to keep out of trouble, but when he did appear, he always managed to raise a laugh.

All the players entered fully into the spirit of the play with the result that it went off with a delightful swing from start to finish, and at the close of the final act they thoroughly deserved the thunderous applause which was accorded them.

To-night the Company will stage "The Ringer."

EMPIRE DAY

PATRIOTIC FILM AT QUEEN'S THEATRE

NAVY LEAGUE TO FORE

Cinema-goers and the public generally are advised that to-morrow being Empire Day, a patriotic film, "Keep Watch" will be shown in addition to the feature attraction at the Queen's Theatre during the second performance which will commence promptly at 5 p.m. instead of the usual 5.10. This interesting picture is being shown by arrangement with The Navy League.

It is expected that there will be a crowded attendance, including prominent Naval and Military officers, besides members of the Government Service. Special music will be played.

ARTISTIC FILM

SCENES OF FRENCH LIFE OF LONG AGO

AT QUEEN'S THEATRE TO-DAY

In most of the arts, the finished product is the work of one individual. In motion pictures it is the work of many. Before a single set for the spectacular production, "When A Man Loves," was designed, research experts delved deeply into the history and literature of the times of Louis XV. of France, which is the period of the story.

The costumes are faithful reproductions of originals obtained from the French State Museum. Twenty-four costumes of the period were borrowed from the French Government. Warner Bros. posting a bond of \$24,000 as a guarantee of their safe return.

Street scenes and interiors were designed and executed by Mr. Ben Carré, who received his art education in Paris.

Limitless pains were taken in the reproduction of the convict ship and scenes of deportation and battle at sea. So authentic is the atmosphere in which the characters play their parts that the audience is completely lost in the

(Continued at foot of preceding Column.)

TREASURY WINS
NO LEGAL DUTY OWING TO
BANK

CHIEF JUSTICE'S DECISION

The protracted action between the Treasury and the Hong Kong and Shanghai Banking Corporation was brought to a finish yesterday in the Supreme Court before the Chief Justice, Sir Henry Collan.

After hearing legal arguments on the question of estoppel from counsels for both parties, his Lordship ruled that there was no legal duty owing to the Bank by the Treasury. It seemed to him that it was the forgery of the three cheques by

which the Bank was induced to mistake the signatures of the Colonial Treasurer and the Cashier, when in fact they were not the signatures of these men. It would be stretching the point unduly if he were to hold that the proximate cause was the fact of the extraction of the cheques.

Arguments were commenced yesterday morning and after Mr. F. C. Jenkins, for the Bank, had cited several authorities in support of his contentions that there was a duty owing to the Bank and that by not exercising due diligence and care on the part of the Treasury officials, the fraud was made possible.

Mr. Potter Replies

Replying for the Government, Mr. Eldon Potter, K.C., maintained that there was no duty on the part of Mr. Messer to supervise the office in any particular way for the purpose of ascertaining that the cheques had been extracted. There was no duty in law as decided by previous cases, and, consequently, there was no negligence by Mr. Messer.

As to the state of Tsang On-wing's mind at the time, counsel submitted that that point had been fully covered by the jury's finding—that Tsang believed that the cheque book had come short from the Bank.

Counsel further submitted that no case could be found in the authorities in which a customer had been held estopped except in the case of where a man knew that a specific cheque was to be presented.

It had been argued that Mr. Messer must be presumed to have known of the shortage, but the man entrusted with the cheque books did not know and therefore how could Mr. Messer know?

Counsel finally submitted that negligence alone, which might prove an opportunity for the perpetration of the forgery, was not in itself grounds for estoppel. He could not find a single English case where forged cheque had been held binding on the customer. It was not enough for the banker to show that the conduct of his customer had been careless and wasteful, to enable a forgery to be made. He must show that the customer had caused him to pay the money. The carelessness of the customer could not be put forward by a banker to justify his own default.

The Judgment

His Lordship said that the case was an important one, and he had entertained very grave doubts after certain questions had been answered by the jury as to what his judgment would be. One of the reasons was that the case was so important that it might go further. He had therefore decided to hear arguments both for and against.

He found that it was quite clear on the authorities that there was no duty upon the customer to keep his cheque books locked up or to keep them in his own custody. It was also clear from the authorities that if he entrusted his cheque books to a clerk or servant who was dishonest, and who forged his employer's name on a cheque, the customer was not responsible. The loss must fall on the banker because he had honoured a signature which was not in fact the signature of the customer.

Dealing with the point in regard to duty, his Lordship pointed out that it was essential for there to be duty before the question of estoppel could arise. In the present case the matter of duty arose out of the relationship between the banker and the customer. He thought that the authorities had shown that the duty did not arise with regard to the conduct of the ordinary business. From all the facts of the case, he was satisfied there was no legal duty owing to the Bank by the Treasury officials.

No Connecting Fact

There was no fact which connected the officers of the Government directly with the drawing or forging of the cheques neither was there any connection between anything that was done by the Government officers and the forgery of the cheques as a criminal act. It seemed clear the authorities laid down that any negligence on the part of any Government servant must be in the transaction itself.

On those grounds, he thought that the declaration should be granted. The declaration was:

"That the said Government is entitled to be credited by the defendant corporation with the said three amounts, namely \$86,965.30, \$75,330.41 and \$95,142.19, together with interest

VALEDICTORY

(Continued from Page 1.)

preciation of their services in his Department, wishing them all success and happiness in their future spheres of action.

Mr. E. A. S. Hayward, Naval Store officer, presented Mr. Bennett with his farewell gift, and expressed his pleasure, in view of his own impending departure from the Colony in the near future, to be permitted to perform such a pleasant duty.

In the course of each of the Senior Officer's remarks, constant reference was made to the sporting activities of the departing members in local Sporting Clubs notably, the Kowloon Bowling Green Club, Craigmengow Cricket Club and the Civil Service Cricket Club.

"Scrap Iron" Team

Mr. C. Jones, who had the honour of replying first, put the large audience in good humour by his witty references to the sporting record of the Dockyard Recreation Club's "scrap iron" team who defeated the cream of the Colony's talent in a championship lawn bowls match, of which the players retained a tangible proof in the form of a trophy which was being taken Home.

Messrs. Magill and Boryer responded in turn, as also did Mr. Bennett and each speaker was warmly applauded for apt and amusing remarks.

Throughout the evening, the musical members of the Dockyard Club did Yeoman service. Mr. Longyear was an ideal accompanist. Messrs. Turner, Bennett, Crabb and Hopper regaled with sentimental and stirring ballads. Mr. Beer delighted with the comic element, and Mr. Stan Stacey surprised with first class selections on the violin. The hit of the evening was the "community singing" joined in by all and specially contributed anonymously, a further tribute to the "Silent Service" as represented by the records of H.M. Tug "Cherub" and staff of H.M. Dockyard. The poem has been duly docketed under Admiralty Fleet orders X.Y.Z. and is likely to become a classic in the local Dockyard.

Mr. Longyear, impromptu, supplied a rousing and ringing accompaniment and the combined chorus had a deserved encore—the only one allowed, owing to the extensive programme. For they are jolly good fellows" sung with gusto; and "Auld Lang Syne" in the Philharmonic's best style, preceded three Cheers and the Hong Kong Tiger. "The King" was finally honoured by the gathering who did their best to give four members of the Club and Dockyard a rousing send off from the Colony.

"COMMUNITY SINGING"

The following are the words of the topical song:—

It was the good tug "Cherub" That sailed the China sea,
The Skipper took his monkey To keep him company.
Some sailors saw a gambling It's photo they did see.
The skipper was delighted For five quid they did make.

The Skipper was not always A watching of the tiles At times you'd find him bowling, With "Bias" on both sides. And when he helped the Dockyard, Their matches all to win. His "wiggles" and Tom's "waggles" Caused many and many a grin.

CHINESE PHILOSOPHY

It was revealed at a Coroner's enquiry in Singapore that an aged Chinese woman had died six days after falling down at the rear of her house in Clive Street, having refused during that time, despite the doctor's advice, to allow herself to be sent to hospital. Her husband said she insisted that it was no use spending money when she was going to die. Her death was due to senility and shock from an accidental fall and a verdict of "Death by Misadventure" was returned.

John Dewis, aged 70, and Thomas Dewis, aged 76, deaf and dumb brothers, of Bedworth, Warwickshire, died within a few days of each other.

Hundreds of unemployed youths made an unsuccessful attempt to rush the entrance to Liverpool football ground during a match between Liverpool and West Ham.

Thereon at the customary or contractual rate of two per centum per annum from the dates wherein the amounts of the said three cheques were respectively debited to the general account of the said Government, till payment of judgment."

His Lordship added that it amounted to judgment for the plaintiff with costs, but he would not enter the amount.

IN OTHER PLACES

CHRONICLES FROM JAPAN
TO JAVA

Mr. C. H. Sansom, Superintendent of Police, Singapore, and Mr. C. H. Nicol, Assistant Superintendent of Police, have gone on eight months' leave of absence.

Mr. A. S. K. Macdonald is to be temporarily and subject to the approval of the King a nominated unofficial member of the Singapore Legislative Council in the place of the Hon. Mr. G. C. Clarke.

Bishop Ferguson-Davie will leave England for South Africa on May 31 to take charge of the English work at Umgeni North, a growing suburb of Durban. Dr. Ferguson-Davie spent 29 years in India and Malaya, and was for 17 years Bishop of Singapore until his resignation in 1927.

The Shanghai-Nanking Air Service will be started by the Ministry of Communications on June 1. It is estimated that no fewer than 9,000 letters, 40 parcels and 500-catties of newspapers will be transported each day. Nineteen cents will be charged for each letter carried.

By the retirement of Major Stanley Leplastrier Symonds, R.V.S., Veterinary Surgeon, Medical Department, F.M.S. Malaya loses a man who, with the exception of five War years, has served the country for over 20 years. Major Symonds saw service in the South African War in 1901-2 and in the Great War. Since his return to Malaya he has been stationed in Selangor and now intends to spend his life in retirement in Australia.

The following appointments to the Far Eastern Colonial service have been made by the Secretary of State for the Colonies:—Straits Settlements: Mr. W. Daft, Mr. E. H. Dagg, Mr. S. Dodds, Mr. G. W. Jackson, Mr. D. W. Macintosh, and Mr. V. C. Pearson, to be Probationary Inspectors of Police; Miss A. Compton, Mrs. E. Erard, Miss E. W. F. Gibson, Miss E. L. Michie, Miss J. M. Morgan, Miss I. M. B. Leaky and Miss B. G. A. Smith, to be Nursing Sisters.

Based on a resolution of the Third National Congress of the Kuomintang, that arsenals should be transformed into factories for the manufacture of agricultural implements and machinery, and that only one should be retained for the manufacture of munitions for national defence, arrangements are being made (states the Chinese press) to construct a huge new arsenal, the place for which has not yet been selected. The report that it would be built in Woosung is incorrect.

In the course of a telegram to the Ministry of Railways and the managing director of the Shanghai-Nanking and Shanghai-Hangchow-Ningpo lines, local merchants ask that the services of Mr. C. L. G. Wayne, the traffic manager, be retained after his contract expires on July 31. They say that Mr. Wayne is a friend of the Chinese people and has done much to bring the railways to a high state of efficiency, and he is a loyal servant of the Chinese Government who has always carried out his duties fairly, honestly, and fearlessly.

The following officers of Shanghai Municipal Police have been promoted:—To be chief inspector Insp. C. Powell; to be inspector Sub-Inspectors A. G. Groves, E. A. Eva, V. Sharman, J. Watson, W. Hotchkiss; to be sub-inspectors Sergeants E. C. Stokes, A. Evans, B. B. Boddy, A. J. Toon, F. V. Collison, H. Willgoss, R. C. Martin, H. Brownrigg, A. Telfer, W. B. Curtis, L. Myrescough, B. B. Everest, E. C. Watson, J. E. Blenkinsop, V. Woolley, F. Hancock, J. W. Taplin, J. Furness, J. A. McFarlane, J. E. Phillips and G. J. Bennett.

The death occurred, on April 7, in his sleep, at Bankhead, Pangbourne, at the age of 80, of Mr. William Richard Carles, C.M.G., who 28 years ago retired from the China Consular Service, after a spell of 33 years' work. Mr. Carles, a native of Warwick, was educated at Marborough College, and entered the Consular Service in 1867. In 1882 he became Acting Chinese Secretary at Peking, and two years later was transferred to Korea as Vice-Consul, later acting there as Consul-General. He saw service at Shanghai as Vice-Consul in 1886, then successively he was Consul at Chinkiang, Acting-Consul at Hankow, Acting-Consul at Foochow, and Consul at Tientsin. On his resignation in the year following the Boxer rebellion, he was Consul-General at Tientsin and Peking. A keen sportsman in his day, he was fond of cricket, tennis and riding. He wrote an interesting volume entitled, "Life in Korea."

SHADOWS BEFORE

COMING EVENTS ANNOUNCED
IN THE "MAIL"

ENTERTAINMENTS

To-day—Queen's Theatre: "When a Man Loves." To-day—World Theatre: "Body and Soul."

To-day—Star Theatre: "Another Scandal."

To-day—Majestic Theatre: "The Patsy."

To-day—Theatre Royal: "The Ringer," 9.15 p.m.

May 24—Queen's Theatre: "Keep Watch," 5 p.m.

Home Mail

To-morrow—Inward from Europe via Siberia ("Morea").

To-morrow—Outward for Shanghai, Japan and Europe via Siberia, ("Rajputana"), 8.30 a.m.

Lammetts' Auction

May 24—At Sales Room, Dutchess-st., 1,500 bags No. 24 Java white sugar, noon.

Land Sales

May 27—At P.W.D. Offices, two lots of Crown land at Prince Edward-rd., Kowloon City, and Boundary-st., Mong Kok Tsui, 3 p.m.

Meetings

May 24—Meetings of Union Insurance Society of Canton, Ltd., China Fire Insurance Co., Ltd., and British Trader's Insurance Co., Ltd., at Union Bldg., 11 a.m., 11.15 a.m. and 11.20 a.m. respectively.

Miscellaneous

To-day—Distribution of prizes to Wah Yan College boys, 5.15 p.m.

May 30—Dinner at Hong Kong Hotel to serving and ex-officers of the Royal Engineers.

THE CROSSINGS

LONDON'S STREET
DANGERS

Crusaders of the crossings, taking their lives in their hands in a thirst for thrills a dozen times a day, are a sight of London so familiar that they are scarcely noticed.

If Blackfriars or Westminster were transferred to the stage these every-day Coeur-de-lions would be applauded for their skill and courage. As it is, they are merely called "jay-walkers."

TONS OF DANGER

Traffic flows in and out and across from four directions, hundreds of tons of potential tragedy sweeping through the streets, and all the time these few stones of human frailty pick and dash and wriggle their way across. Sometimes they are killed or injured. Still the survivors persist.

A kindly Government has built safety subways at the most dangerous crossings. Now and then a few stray persons drift through them. Most of the time they are practically deserted, while thousands overhead risk their lives and waste their time dodging the traffic.

What is the reason for this persistent foolhardiness of the otherwise docile Londoner? Is it courage, or is it mere perversity? Perhaps it is that the thrills and excitement of "jay-walking" are the only adventure in dull, routine lives.

The recent announcement by the N.Y.K. Line of a direct service to Havana in the near future doubtless will be welcomed by local shippers and will tend to stimulate trade between the two ports. The N.Y.K. are about to send their New York via Panama boats direct to the Cuban port eight sailings a year out of their present New York sailings. They claim that these boats, running at accelerated speed, will reach New York exactly on schedule time, in spite of this deviation. The first steamer, the "Takao Maru," will sail from Shanghai on July 2.

ZEBRA PILSENER BEER LIGHT PALATABLE AND REFRESHING An ideal Drink for the Summer.

Sole Agents: Gande, Price & Co., Ltd.

No. 2, Ice House Street, Tel. C. 133. HONG KONG

Contains All the Vitamins Your Baby Needs

MADE IN GERMANY

EXPORT BREWERY

PILSENER BEER

**A BOON
TO
CHINA MAIL
SUBSCRIBERS
SUBSCRIBERS
TO THE
CHINA MAIL
CAN OBTAIN THROUGH
US**

**NEW OR SECOND
HAND BOOKS
AT
COST PRICE**

PLUS POSTAGE & 10 %

**BIOGRAPHIES, ESSAYS, WORKS
OF REFERENCE, ENCYCLOPÆ-
DIAS, BOOKS ON ART, TECHNI-
CAL BOOKS, MEDICAL BOOKS,
FICTION, ETC., ETC.**

For further particulars apply to the "China Mail" Office.

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WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS.
Union Building (Opposite G.P.O.)**

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ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

Cassis-Rouvière
THE OLDEST EXPORT TRADE MARK DIJON

"Via Hawaii"

is the right way to America. A stop-over at the mid-Pacific playground affords a pleasant break in your journey "home." Combine vacation with your overseas trip. Stay in rainbow-land long enough to "do" all of the islands. GO VOLCANOINC on the Big Island (Hawaii). EXPLORE flower jungles of the Garden Island (Kauai). ADVENTURE among majestic mountains of the Valley Island (Maui).

GET MOON-BURNED at Waikiki in Honolulu. Hawaii has surfboards, native outrigger canoes, and palm-shaded golf courses for the sportsman; first-class hotels for the discriminating traveller; romance and rest, sunshine and charm for the visitor to her friendly shores. May and June is the gorgeous flowering tree time. And summers are cool! Your local steamship office or travel agency will help you plan your trip "with time out for pleasure"—over the balmy Hawaiian sunshine route. From Honolulu you sail direct to San Francisco, Los Angeles, Seattle, and Portland or Vancouver, via Dollar, N.Y.K., Canadian-Australasian, Matson or Lassco Lines. Frequent sailings on luxurious liners. Get complete travel information and elaborate coloured pamphlet on Hawaii by sending this advertisement to the

HAWAII TOURIST BUREAU

Dept. 1.

Box 296, SHANGHAI, CHINA.



**For
Insect Bites,
Sore Aching Feet,
Eczema, Prickly Heat,
Rashes, Heat Sores
& Other Skin Troubles**

Zam-Buk
SOOTHING HEALING ANTISEPTIC

All chemists and dispensaries sell Zam-Buk in handy size boxes.

HERO WORSHIP

**\$25 FOR G.B.S. POSTCARDS:
THE NEW ALCHEMIST**

FOUR "SUPER-SELLERS"

"It is such a small thing, and yet when you come to think of it," said a friend to me, writes Mr. Huntly Carter, "it is a veritable card of gold." He held up a post card, five and a half inches by three and a half, on which were written, in a small, clear, careful handwriting, a few words and the initials G.B.S.

"Do you know," he continued, "that a similar card fetched £25 not long ago?" "That," I said, "works out at about \$5 an inch."



Mrs. Edward Everett Gann, sister of Vice-President Charles Curtis, whose ranking in the Washington diplomatic set has been causing an upheaval in Washington.

This must be the time for holders of Shaw stock to dispose of some of the handwriting of their superhero."

"It was hot from the mint," he observed. "What must some of the old 'uns be worth?" I smiled, for locked away in a safe place are some of the old ones, written in Shaw's most vigorous style at a time when he did not mince his words. Among them is one that tells me in lively terms that I have outwitted the Great Man by causing him to support a new Labour organisation which he hates.

Master of Insult

There is another that tells me sharply that I am a master of sarcasm and insult, and that I hold the record of having insulted Shaw more successfully and often than any person on earth. Underneath is this outburst in my pencilled reply:

"Dear Shaw, You ought to be proud of so apt a pupil!" And there is the precious bit of handwriting at the conclusion of a Shaw manuscript telling me that I deserve to die in the workhouse. "There is plenty of hope," I replied.

"Shaw is the new type of alchemist," I observed. "How he transmutes postcards into gold."

"Why not find out what your holdings of Shaw stock are worth?" came the suggestion. "And while you are about it you might find out what the imperishable handwriting of other famous scribes is worth." My thoughts turned to the great pile of correspondence which I have received from famous people during the past twenty years.

I sought permission to sell Shaw's handwriting, and received a conditional assent. There was no objection to my selling provided I sold to one man only. It sounded as though some one was making a

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—

Bank, wire 1/11 1/8

Bank, on demand 1/11 3/16

Bank, 30 days' sight —

Bank, 4 months' sight 1/11 3/8

Credits, 4 months' sight —

Documentary 4 months' sight 2/— 1/8

Documentary 4 months' sight 2/— 1/4

On Paris—

On demand 1197 1/2

Credits, 4 months' sight 1272 1/2

On Berlin—

On New York—

On demand 46 1/8

Credits, 60 days' sight 48 1/2

On Bombay—

Wire 129

On demand 129

On Calcutta—

Wire 129

On demand 129

On Singapore—

On demand 83 1/4

On Manila—

On demand 94

On Shanghai—

On demand 80 1/2

80 days' sight (private paper) —

On Yokohama—

On demand 104 1/2

Gold Leaf, 100 fine (per tael) —

Sovereigns (Bank's buying rate) 10.00

Silver (per oz.) 25 1/16

Bar Silver in Hong Kong 3% Prem.

Copper Cash Nominal

Chinese Copper Cents 6% Prem.

Rate of Native Interest 7% p.a.

Chinese Sub. Coin 30 3/4 dis.

Hong Kong Sub. Coin Par.

LONDON EXCHANGES

London, Yesterday.

Paris 124.15

New York 4.84 5/16

Brussels 34.135

Geneva 25.195

Amsterdam 12.06

Milan 92.675

Berlin 20.365

Stockholm 18.15

Copenhagen 18.205

Oslo 18.20

Vienna 34.53

Prague 163 1/2

Helsingfors 192 1/2

Madrid 34.125

Lisbon 108 1/4

Athens 57 5/8

Bucharest 81 8

Rio 5 87/64

Buenos Aires 47 1/2

Bombay 1/5 1/8

Shanghai 2/5

Hong Kong 1/11 1/8

Yokohama 1/10 3/16

Silvertown & Forward 25 1/16

—British Wireless Service.

corner in the Epistles of St. Bernard:

£20 Look

I went to talk to him about the present price of hero worship. I wanted to obtain answers to two questions. Whose handwriting he was buying and whose fetched the most to-day?

He was a pleasant-faced little man, with the air of big business, and a twenty pound postcard look. He occupied a sumptuous flat. There were a soft carpet, a soft couch, a claret that would have satisfied Gladstone's palate and multi-millionaire cigars.

"You are a private collector," I began. He dismissed the question scornfully. He was a big dealer in written manuscripts. He was out to buy all the Shaws on earth.

"All?" I queried. "I can remember the time when Shaw wrote postcards with both hands and both feet."

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MONEY AND SHARES

T.T. on London

..... 1/11 1/8

T.T. on Shanghai

..... \$81

Banks

..... \$1225 b

H.K. London Reg.

..... \$13 1/2 n

Chartered Bank

..... \$13 n

Mercantile A. & B.

..... \$13 n

P. & O. Bank

..... \$29 1/4 n

Bank of East Asia

..... \$90 1/2 n

Insurances

..... \$695 b

Union Insurance

..... \$365 s

North China Insurance

..... \$160 b

Yangtze Insurance

..... \$560 n

China Underwriters

..... \$220 s

China Fire Insurance

..... \$300 b

H.K. Fire Insurance

..... \$775 n

Shipping

..... \$33 s

Douglas

..... \$26 s

H.K. Steamboats

..... \$26 1/2 s

H.K. Tugs & Lighters

..... \$26 1/2 s

Indo-China (Pref.)

..... \$47 1/2 n

Indo-China (Def.)

..... \$70 n

Shell Transports

..... \$97 n

Sport Columns

BARE LEGS

GIRL TENNIS PLAYERS
VOUGE

"GRUNDIES" SHOCKED

London, Yesterday.

The bare-legged vogue for girl tennis players, set by the South African, Miss Scott, when she was in England in 1927, is being taken up widely by British and American players—Wills and Cross played without stockings in Holland and France and now Miss Helen.

The Misses Jacobs, the runner-up to Miss Wills in the American championships, Miss Evelyn Colyer and Mrs. John Hiss announce that they will play in future without stockings.

It is asserted that this increases speed on the court, in addition to being more comfortable. The new fashion has evoked strictures from the "grundies," male and female.—Reuter.

SINGAPORE PLAYERS MEET LOCAL CHINESE

There was a large attendance at the Chinese Recreation Club yesterday to witness the unofficial Chinese tennis interport between Khoo Hooi-hye and Ong Ee-kong, of Singapore, and two local Chinese. The exhibition was rather disappointing, however, owing to the players being ill matched. The opponents should have been shifted round, and then those who paid to see the matches would have received more value for their money. As it was, the matches were very one-sided, the winning players Khoo Hooi-hye and M. W. Lo, winning in straight sets, and there was hardly any thrill in the exhibitions.

M. W. Lo showed all-round superiority over Ong Ee-kong in no uncertain manner, and with the latter's service inconsistent, Lo won rather easily by 6-1; 6-2.

Khoo Hooi-hye, who had played for China in the Far Eastern Olympiad, justified his reputation as one of the best Chinese players. He played like a champion, featuring a terrific forehand drive which almost always had Ng Sze-kwong beaten. Khoo won by 6-0; 6-3.

The Singaporeans will again be seen in action at the C.R.C., this afternoon when they will engage M. W. Lo and Ng Sze-kwong in a doubles match at 4.30.

The match which is most keenly looked forward to, however, will be to-morrow's match between Khoo Hooi-hye and M. W. Lo.

GOLF IN CANTON

RESULT OF THE EASTER CUP FINAL

[From Our Own Correspondent.]

Canton, Yesterday.
In the final of the Easter Cup Mr. J. C. H. Bonbright (1) beat Mr. W. Sandstrom (12) by 5 and 4.

In the Monthly Bogey for May, Mr. J. M. Walker was all square with bogey, thus qualifying for the President's Cup.

TUNNEY SUED

"IT MUST BE ANOTHER JOKE"

A FRESH DEVELOPMENT

Brioni (Adriatic), Yesterday.
"It must be another joke," was Tunney's comment on the reported breach of promise suit.

"When I am sued I shall let my attorneys worry."

A New York message says Tunney's attorney has published an affidavit dated July 24 last year, signed by Mrs. Fogarty, making a "solemn declaration under oath" that Tunney was under no obligation whatsoever towards Mrs. Fogarty.—Reuter.

FOOTBALL

ENGLISH TOURING TEAM IN S. AFRICA

AN INITIAL WIN

Cape Town, Yesterday.

The opening match of the tour of the English Association football was played here to-day when the visitors beat the Western Province by six goals to one.—Reuter.

BOXING

EXHIBITION AT THE JEEN'S COLLEGE

SOME LIVELY SCRAPS

A very creditable exhibition of boxing and single-stick fighting, which spoke well of the excellent training of the instructor, Sergt. "Kid" Marriott, was given by students of Queen's College in the College Hall this morning.

Six boxing and one single-stick bouts were fought and some lively scraps were witnessed, the boys being in earnest from gong to gong and many hard knocks were exchanged in the best of sporting spirit, which, it was quite evident, had been well instilled into the young boxers by their capable trainer, a popular figure in local boxing circle in the "good old days" and still a lively "old horse," very handy with his fists.

All the boxing bouts were over the distance of three two-minute rounds, whilst in the single-stick contest three one-minute rounds were fought.

Willing Mixers

The first bout was a heavy-weight boxing contest between F. Abbas and Wong Wing-nin, both very willing mixers. The first round was pretty even, Wong playing a clever left whilst Abbas opened out with both hands. In the next two rounds Wong used both his hands to advantage and scored nicely. He left his body wide open, however, and Abbas failed to grasp his opportunity. He lost by a narrow margin of points.

Next two lightweights occupied the ring. They were E. H. Esmai and Wong Hon-yeo. Wong had the advantage of height and reach which he used well. Esmai was a lively little fighter, but he was too inclined to jump about, and was always playing for the taller boy's face when an attack on the body would have brought more results. The exchanges were so even, however, that extra time of half-a-minute had to be fought and even then the officials could not come to a decision and the bout was rightly declared a draw.

Chinese Nippers

Two little Chinese nippers next fought in the flyweight class. The young batters were Li Hau-wai and Chau Fook-yuen. There was a lot of fireworks throughout the three rounds, with a bit of pushing and wrestling thrown in for good measure. They both stayed the distance well, especially Li, the smaller boy who had his opponent puffing hard in the last round. Li got a very popular decision.

The single-stick bout was put on next, between Bashir Ahmed and O. R. Sadick. Points were scored only for cuts, thrusts being banned on account of the dangers of low moves. These two Indian boys gave a fine exhibition and at the close of the second round they were even with 12 points each. In the third round it was give and take right up to the gong when it was found that Sadick had won by the narrow margin of one point.

A welterweight boxing bout came next, the contestants being Cheung To-hi and Ip Hon-sun. Ip opened the first round flashingly but soon fell on the defensive and remained so to the gong when

CHEAPEST CLUB?

V.R.C. — \$36 PER ANNUM

BETTER COMFORT WANTED

At the annual meeting of the Victoria Recreation Club yesterday evening, Mr. W. Logan presided in the absence of the Hon. Mr. W. T. Southorn, C.M.G., who was unable to attend owing to a prior engagement.

Appeal for Support

The Chairman made an appeal for support saying that the furniture of the Club was in a rotten state, the comfort of the members was not looked after and that, without ready cash on hand, the premises had to do without a lot of paint.

"Something must be done," said the Chairman, "and that is why I intend to propose the resolution which will be put to the meeting to-night."

Before the business of the Club was dealt with, Mr. Logan requested the members to stand in silence for a few seconds in memory of their late Hon. Secretary, Mr. R. C. Witchell, who died last year.

The Chairman said that the Club buildings were in a fair state of repair, and as far as could be ascertained, free from white ants and dry rot. They were in need of a great deal of paint, and without monetary support, they could do nothing. The swimming bath was in good repair and the motor pump has apparently given no trouble since it was overhauled by the Dock Company.

They Are But We Are Not
Mr. Logan next stated, "Although the Club is in a very bad way financially we are not in debt. As a matter of fact we have in the circumstances, carried on very successfully. There are several Clubs in Hong Kong which are not nearly so successful. They are in debt and we are not. But apart from that we are in a different position. There is much to be done with our premises. The loss on our year's working is practically nothing, but we have to consider the future. We are fortunate that we have not lost money. But apart from all that we want to show a profit—a working profit."

The bout went to Cheung by a big margin, he having scored freely with both hands on face and body, practically without reply.

Two Heavyweights

The next bout brought together two heavyweights, O. el Arculli and Chu Wing-cheung, who was last year's school champion. At the open of the first round Chu scored nicely on Arculli, but soon the tables were turned and the Chinese was badly shaken when he stopped a couple of hefty lefts on the nose. He retired at the end of the round claiming that he could not continue because he was out of training.

The last bout was a welterweight mix-up between Pang Tit-cheung and Tong Tung-kai. The exchanges were lively in the first two rounds and there was little to choose between the boys, but Pang made a whirlwind finish in the third round, and taking the fight to Tong he secured the decision.

The officials were:—
Referee: Mr. G. W. Reeve.
Judges: Mr. D. M. Richards and Sergt. Marshall, K.O.S.B.
Time-keeper: Mr. H. G. Wallington.

Master of Ceremonies: Mr. J. C. Fletcher.
Boxers' Steward: Mr. Butcher.
Instructor: Sergt. "Kid" Marriott.

RACING

DERBY CANDIDATE REPORTED "ALL RIGHT"

London, Yesterday.

Cragadour's trainer said that the horse had a strong gallop this morning, the work being in every way satisfactory, and that it is now quite all right. — Reuter.

The adoption of the report and accounts was seconded by Mr. P. W. Ramsay and carried.

From \$2 to \$3

The first proposal was that the monthly subscription be \$3 instead of \$2 for visitors; the next that the subscription for residents should be \$4 per month instead of \$20 per annum, payable in advance; and another that members if they have not paid their subscriptions for the previous month should be posted on the notice board. Hitherto it had been the custom only to post such members prior to the annual general meeting.

A change in Rule 19 was also proposed that a member be responsible for his subscription only up to the end of the month in which he resigns.

After some discussions it was ultimately decided that the proposals should be put into operation for one year.

A member suggested the popularising of the Club, by having lady members holding fetes, etc. The Chairman pointed out the absence of funds and lack of a proper ballroom.

Was Mr. Cooke Serious?

Mr. Cooke asserted, "The Club fees have not been increased since 1913. It is the cheapest Club—for what you get—in Hong Kong. Where can you get another Club like this?"

Voting for officers then took place, the following being appointed for the ensuing year.—Chairman, the Hon. Mr. W. T. Southorn; Hon. Secretary, Mr. H. Stewart; Hon. Treasurer, Mr. H. Hyndman; Committee, Messrs. W. Logan, A. F. Silvano Netto, J. A. R. Soares, A. A. Alves, J. R. Johnstone, F. W. T. Ross and E. E. Wilson.



ROACHES ARE DANGEROUS

So are Flies, Mosquitoes and other destructive insects. They spread many diseases.

Whiz Fly Fumigant kills them effectively. It is not harmful to humans or pets and will not stain the most delicate fabric. Double strength, 100% kill. Very pleasantly scented.

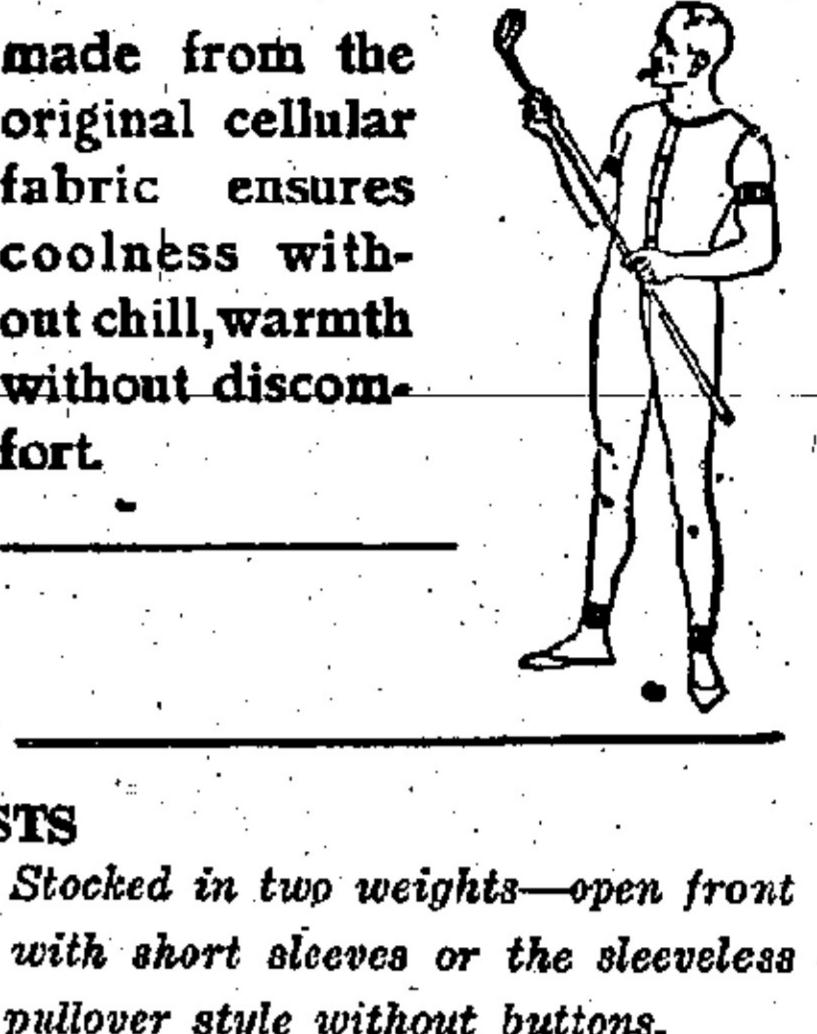
ed. GOLD EVERGREEN
1/2 Pint, Past, Green, Cello Case
1/2 Pint Bottles with Sprayer
1 Pint Bottles with Sprayer

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DRAWERS

Knee length legs in two weights of material.

COMBINATIONS

Short sleeves, knee length leg.

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MEN'S WEAR STYLISTS.

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THE BEST BITTER FOR THE STOMACH.

EATING WITHOUT APPETITE:

drink one liquor-glass "WURM" before repast.

FOR DEFICIENT DIGESTION :

drink one liquor-glass "WURM" after repast.

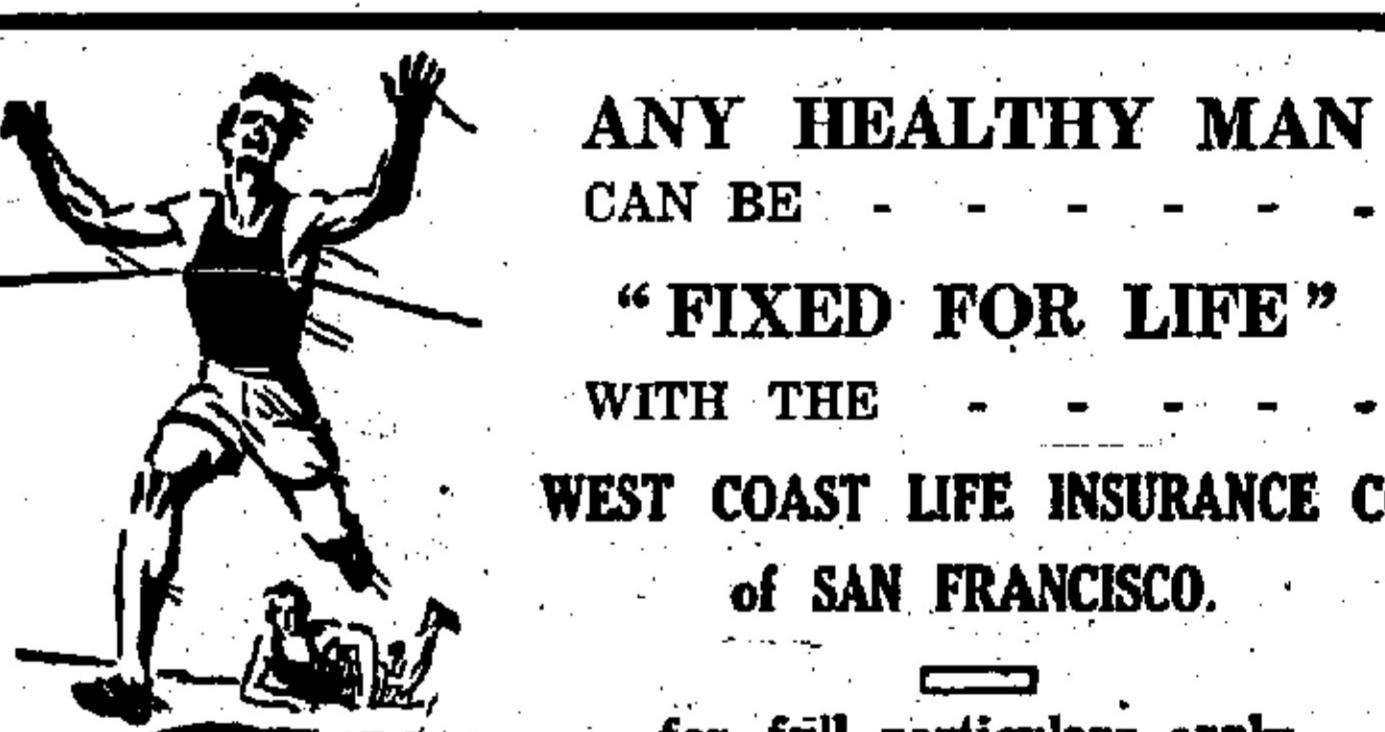
FOR DISORDER OF THE STOMACH:

drink two liquor-glasses "WURM" at all times.

BEFORE DINNER, AND BEFORE GOING TO BED
ONE "WURM" IS THE BEST REMEDY FOR ALL
DISORDERS OF THE STOMACH.

Obtainable at:

THE WING ON CO., LTD.



ANY HEALTHY MAN CAN BE

"FIXED FOR LIFE"

WITH THE

WEST COAST LIFE INSURANCE CO.

of SAN FRANCISCO.

for full particulars apply

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Ice House Street.

TYPEWRITERS

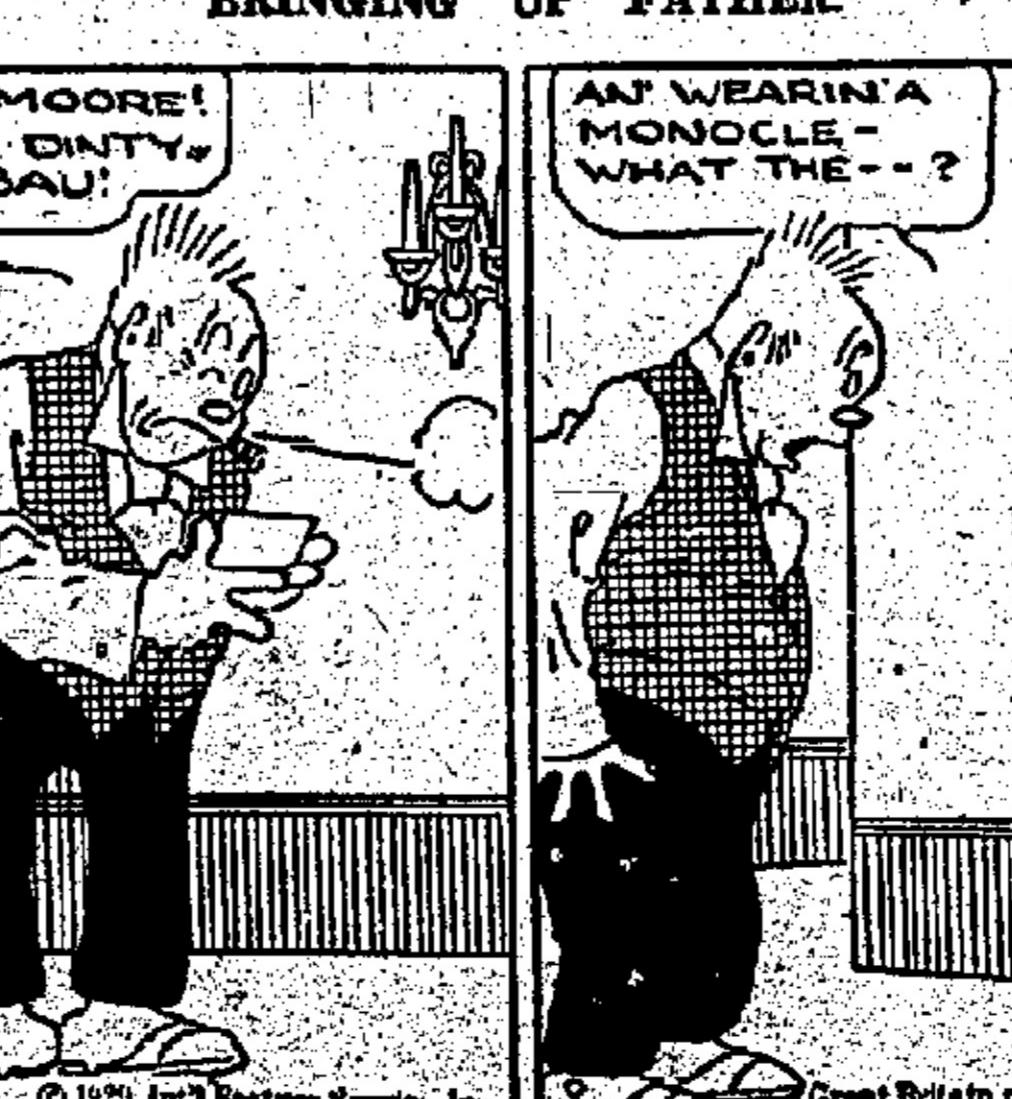
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Exchanged—Repaired—Renewed—Sold
and Rented.

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(Wang Bros. & Co.)

10, Pottinger Street. Tel. C. 3580.



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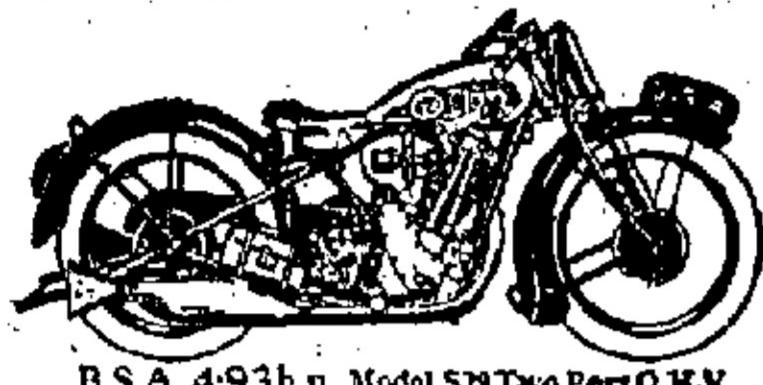
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SILENCE, ECONOMY &
RELIABILITY

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B.S.A. 4-93 h.p. Model S2/T Two Port O.H.V.

It's the perfect combination of these vital factors which makes B.S.A. Motor Cycles the most popular machines in the world.

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4.93 h.p. Light Two Port O.H.V.
IN STOCK

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SOLE AGENTS

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"Elto" Outboard Motors are the result of over 25 years' experience in Outboard design, and whether you want a Motor for Racing, Cruising, or Utility Work, there is an Elto Model to meet your needs.

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MOTOR NEWS OF THE WORLD

Engineers Work on Cuban and Argentine Highways

Cuba and Argentina are both in the midst of extensive road building campaigns and have called on American engineers to construct many of their highways.

The Cuban Central Highway, which will be the longest in Cuba when completed, runs along the backbone of the island, a distance of 705 miles, and will link the capitals of all six of Cuba's provinces. The highway is to be paved its full length and will be about 20 feet wide with five-foot shoulders. The cost of constructing this Cuban highway, it is estimated, will run close to \$75,000,000.

Labour conditions present the most difficult problem to engineers in a foreign country. One country may have absolutely no facilities for making modern roads, but will have a mass of cheap labour that needs employment. Another may want to do all the work itself under the direction of supervisors from the contracting firm. Practically all want to have an active hand in the construction. About 8,000 labourers are being employed on the construction of the Cuban highway.

Tucuman, in northern Argentina, also clamours for American engineers to construct its roads. An extensive programme, calling for the reconstruction of the entire urban area of the city and all roads leading into it, is under way. Here in this town surrounded by mountains, many difficult engineering problems are encountered. The plan calls for an expenditure of more than \$4,000,000 on roads.

High up in the Andes mountains, 8,000 feet above sea level, Bogota, Colombia, needs engineering advice. To construct this country's roads engineers are confronted with a long trip up river, two portages, more river, and then a winding, narrow-gauge train journey. Material is transported with difficulty.

It is a splendid example of a city that is eager and able to do its own work. The only outside help has been road-building supervisors and the necessary machinery with which to prepare and lay the proper pavement. The labour is almost exclusively local.

Bus Transportation Growing
While people the world over are buying automobiles for their per-

"NEVER AGAIN"

MOTORIST ON HIS 132 M.P.H. CAR DASH

"It was the most alarming and unpleasant experience I have had. I shall never do it again unless I have ideal conditions."

This is how Mr. Kaye Don summed up his record speed race in a gale at Brooklands. He attained an average speed of just over 132 miles an hour in one lap—a speed greater than any reached on the track since it was built 22 years ago.

At the fork of the track near the sheds a terrific gust of wind caught his car broadside, and hurled it across the track. He righted the car, and went on to complete the record lap.

"It was the worst drive I have ever had," he said. "It was a thrill when I was blown across the track. It got my car on the side and sent it right round. I had a big job to rectify it, because I was probably travelling then at 135 miles an hour."

"I had gone some distance before I could get it under control. I had gone right off my course, and had to get back on the top of the track. When I was travelling with the wind behind me on the Byfleet bank, I must have been doing 145 miles an hour."

"The wind made the car do some curious things. It swerved from right to left and at first I thought something must be wrong, but I put it down to gusts of wind catching me first one way and then another."

"I think my speed is very close to the highest which the Brooklands track will allow."

COSTLY MOTORING

CAPT. CAMPBELL'S SEARCH FOR A BACKER

Verneuk Pan, April 24.

The costliness of attempts on the motor speed record is strikingly illustrated by the statement of Capt. Malcolm Campbell that the "Bluebird," which cost over \$20,000, was valueless, except perhaps the engine. He said he had always financed all his cars with his own resources.

"I race for the fun of it, not for money," he declared, "but these big expeditions are becoming too much for any individual who is not a very rich man." He added:

"If anyone in Great Britain or South Africa will finance an attempt in 1930, with a new car designed with my assistance, I will guarantee as far as is humanly possible, to break the motor speed at Verneuk Pan, if I do not do it at present."

sonal use in larger quantities than ever before, they are also buying bus transportation in such vastly increasing proportions that this is becoming a leading public transport business.

There are 250,000 miles of railway lines in the United States with a total investment in capital stock and bond issues, of nearly \$7,000,000,000. Yet while the railway mileage is one-third that of the bus routes in the country, the total investment in rails is more than twelve times as great. With such a vast system of 719,000 miles of bus routing, the people of the United States have shown themselves to be a vast transient populace.

The 23,000,000 automobiles are not enough, it seems. Even the increasing bus systems are too few to accommodate the travellers. For this year statisticians predict an increase in registration of at least another million new motorists, while the several thousand more buses will be packed full.

The railways will not lose their clientele, for people will keep on travelling long distances by rail. The buses will have their share of transportation in the short haul.

And then will come the airways. Although not as far advanced as Europe in this branch of transportation, slowly and with safety, the airlines are breaking into the passenger trade.

QUICK AND EFFICIENT REPAIRS

FIAT GARAGE

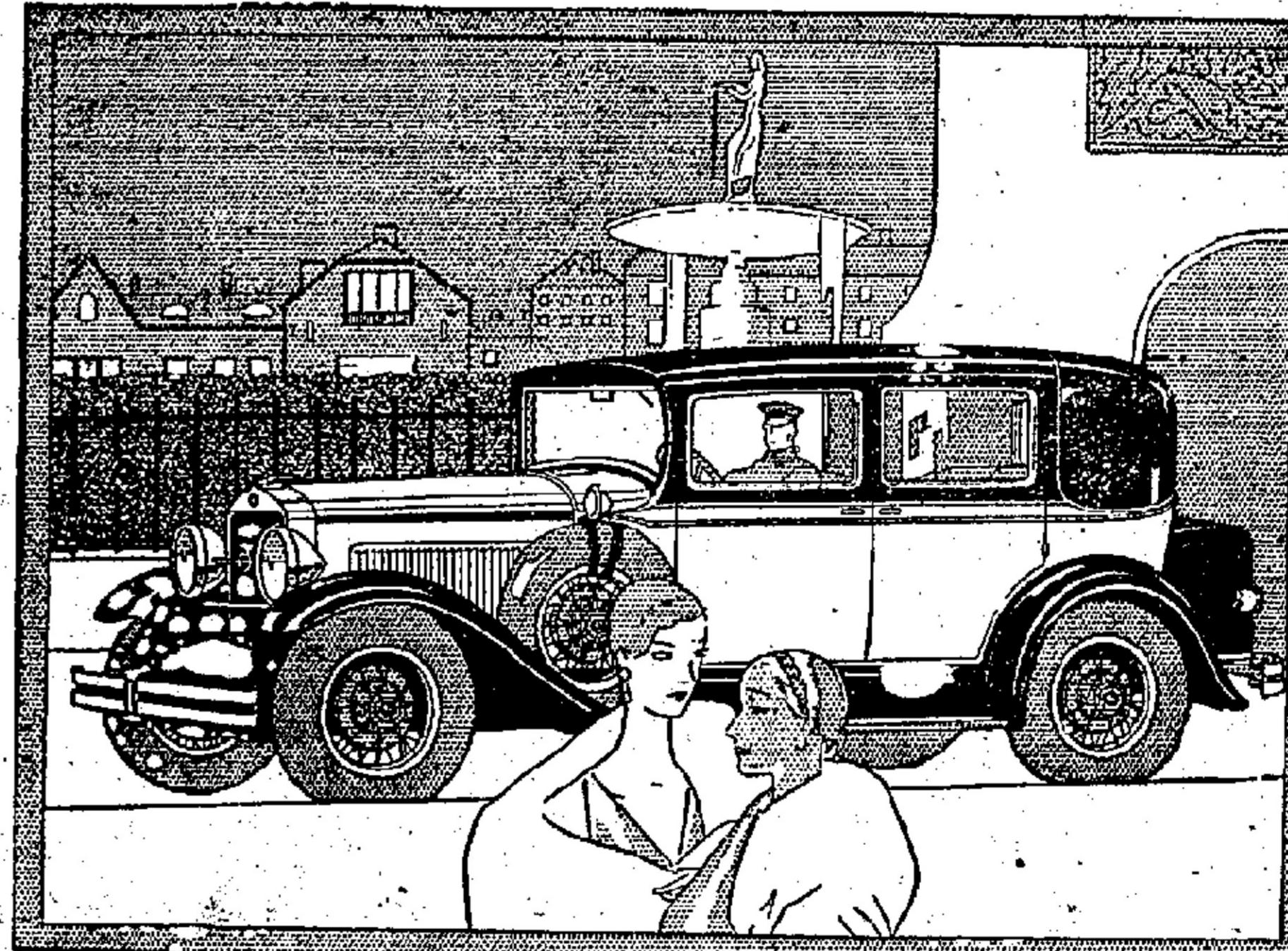
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STUDEBAKER'S NEW COMMANDER EIGHT BROUGHAM — Six wire wheels and touring trunk standard equipment. Non-shatterable safety-glass windscreen.

THIS great new Studebaker Commander Eight offers you everything you enjoy in motoring. The beauty of low, graceful curved lines...glistening chromium plating and distinctive new colour combinations that mark tomorrow's mode. The luxurious riding comfort of new ball bearing spring shackles and hydraulic shock absorbers. Performance of the thoroughbred calibre which has won for Studebaker 11 stock car world records and 23 international records.

Studebaker's Four Lines

[Studebaker builds four great lines of cars—The President (120,000 miles in 24,224 minutes); The Commander (5000 miles in 17,120 minutes); The Dictator (1000 miles in 9,640 minutes). Each is backed by Studebaker's 12-month guarantee.]

Prices Range from H.K.\$2,320 to H.K.\$6,140.

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STUDEBAKER
BUILDER OF CHAMPIONS

NEW FEATURES

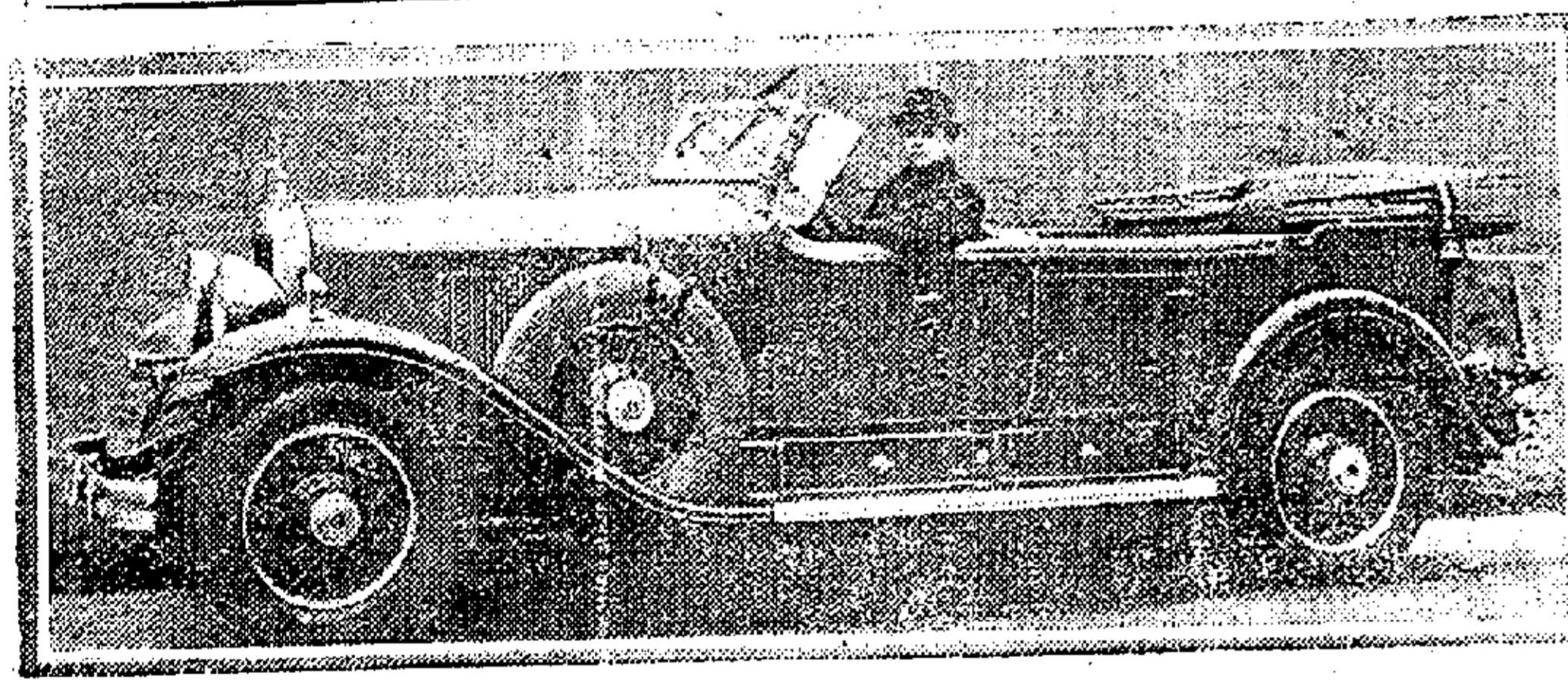
CADILLAC CAR'S NEW TRANSMISSION

Among the new features of 1929 Cadillac and LaSalle cars, the synchromesh, silent-shift transmission is outstanding because of its direct and immediate effect on driving ease. General Motors engineers say it ranks in importance with the self-starter, introduced by Cadillac in 1912 and the balanced crankshaft, produced in 1923.

Owners of the new cars have found that this transmission makes gear shifting as easy as steering. The control lever is moved into precisely the same positions for various gear combinations as formerly. There are just two motions—de-clutch and shift. The shift is made easily and silently. There is no clash of gears.

Back of its simplicity in operation is the story of a young man from Oregon who spent several years developing an idea, others in convincing the industry that the idea was good, and then more years with Cadillac and General Motors engineers in making his

RACING DRIVER CHOOSES CADILLAC



Major H. O. D. Segrave, who recently established the world's speed record of 231 miles per hour, with his Golden Arrow at Daytona Beach, Florida. Major Segrave is seen here in a Cadillac recently purchased for his own use.

dream a practical manufacturing possibility.

There is another story also—that of a million and a half car miles of test for the new transmission at the General Motors Proving Ground, Milford, Michigan, before it was adopted for use in a Cadillac or LaSalle car.

Earl A. Thompson, until 1924, a consulting engineer of Portland, Oregon, is the originator of the new transmission.

In the days when automobiles were not the easy-riding, easily controlled vehicles they are today, Thompson was taken with the idea of how much better it would be to have gears a driver could shift easily and silently.

Anything so fundamentally important in motor car operation must prove itself beyond doubt. From Cadillac's viewpoint, there was the long and brilliant record of engineering achievement to be supported and enlarged. While the company has pioneered some of the most basic and radical contributions to automobile progress, it has never accepted anything new without the most severe and exacting tests and proofs.

RELIABILITY TRIALS

RESULTS OF KUALA LUMPUR MEETING

Kuala Lumpur, May 6. Yesterday's motor cycle reliability trials under the auspices of the Motor Cycle Club were a complete success, fine weather prevailing. With the exception of five all entrants competed. They were despatched from the starting point in Batu Road in pairs at intervals of one minute. The total distance of the trial was 55 miles and the time allotted was two and three-quarter hours.

The best performances were by Rex Duncan on a New Imperial, J. T. Avery on an Ariel and Lee Soon Lee on a B.S.A. The team prize was won by the Petaling Tin team, comprising F. Ruston on a Rudge, R. Robinson on a Norton and B. H. Oliver on a Scott. The New Imperial team came second. J. T. Avery was placed first in order of merit.

The Petrol Ramp

In the discussion that has been going on about the latest rise in the price of petrol too little attention has been directed to the fact that the motor cycle is the most economical of all vehicles, says "Motor Cycling." Actually, the increase does not really mean very much to many of us, whereas the car owner, even if he runs quite a small vehicle, has been badly hit, at any rate if his income is on the small side. So great, in fact, is the difference in running costs between the car and the motor cycle that the petrol ramp may well have the effect of making many car owners of moderate means take once again to two wheels or three.

PIERCE-ARROW

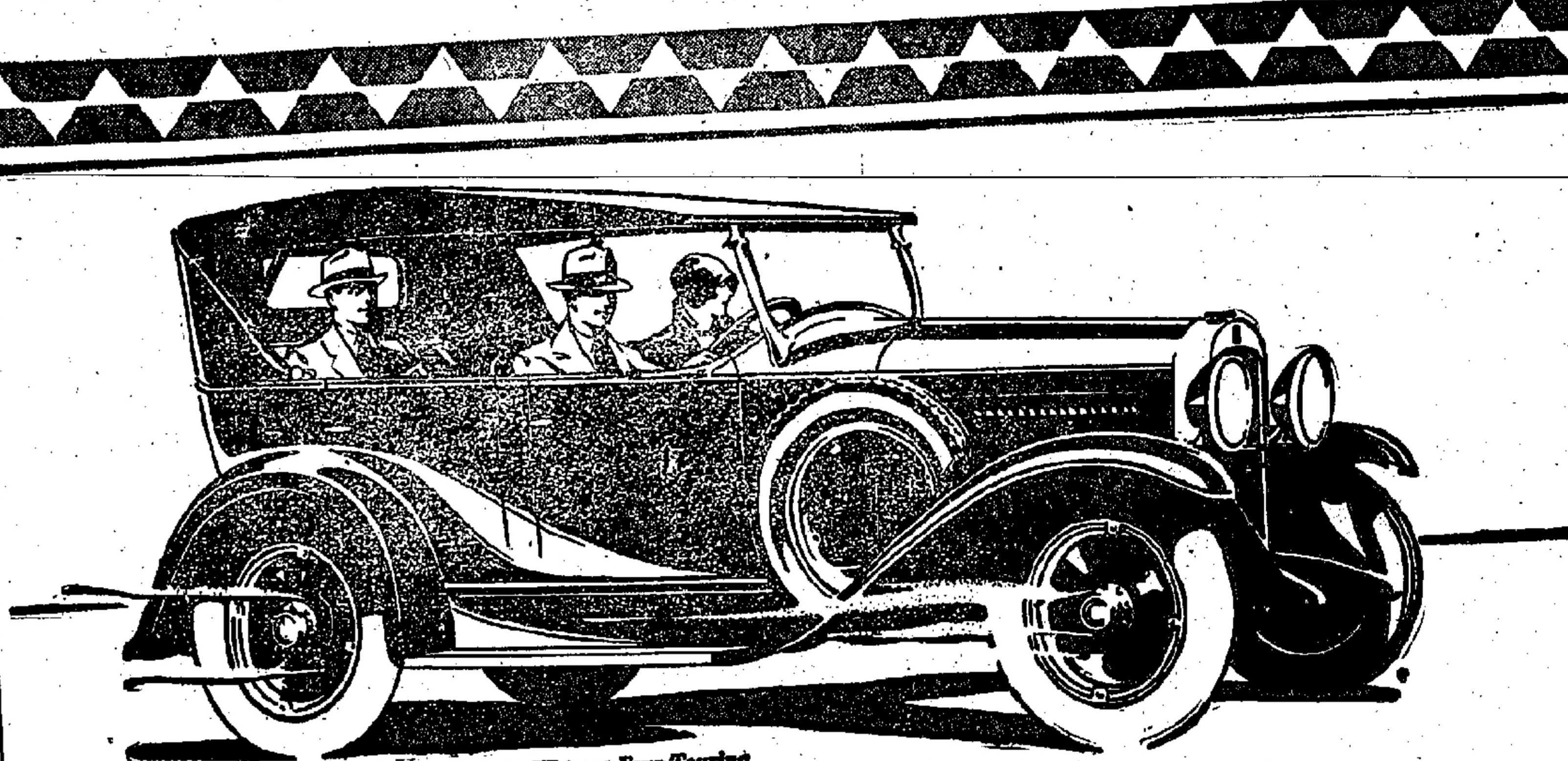
COMBINATION WITH STUDEBAKER

Formation of the Studebaker-Pierce-Arrow Export Corporation on April 11 is announced by Mr. A. E. Erskine, President of the Studebaker Corporation and chairman of the board of the Pierce-Arrow Motor Car Company. The new corporation will conduct affairs and direct the sales of Studebaker and Erskine passenger and commercial cars and Pierce-Arrow automobiles in the overseas markets.

This combination brings together two of the oldest firms in American industry, with histories ante-dating the automobile era. Both Studebaker and Pierce-Arrow are pioneers in the manufacture of automobiles, building their first cars in the early years of the twentieth century.

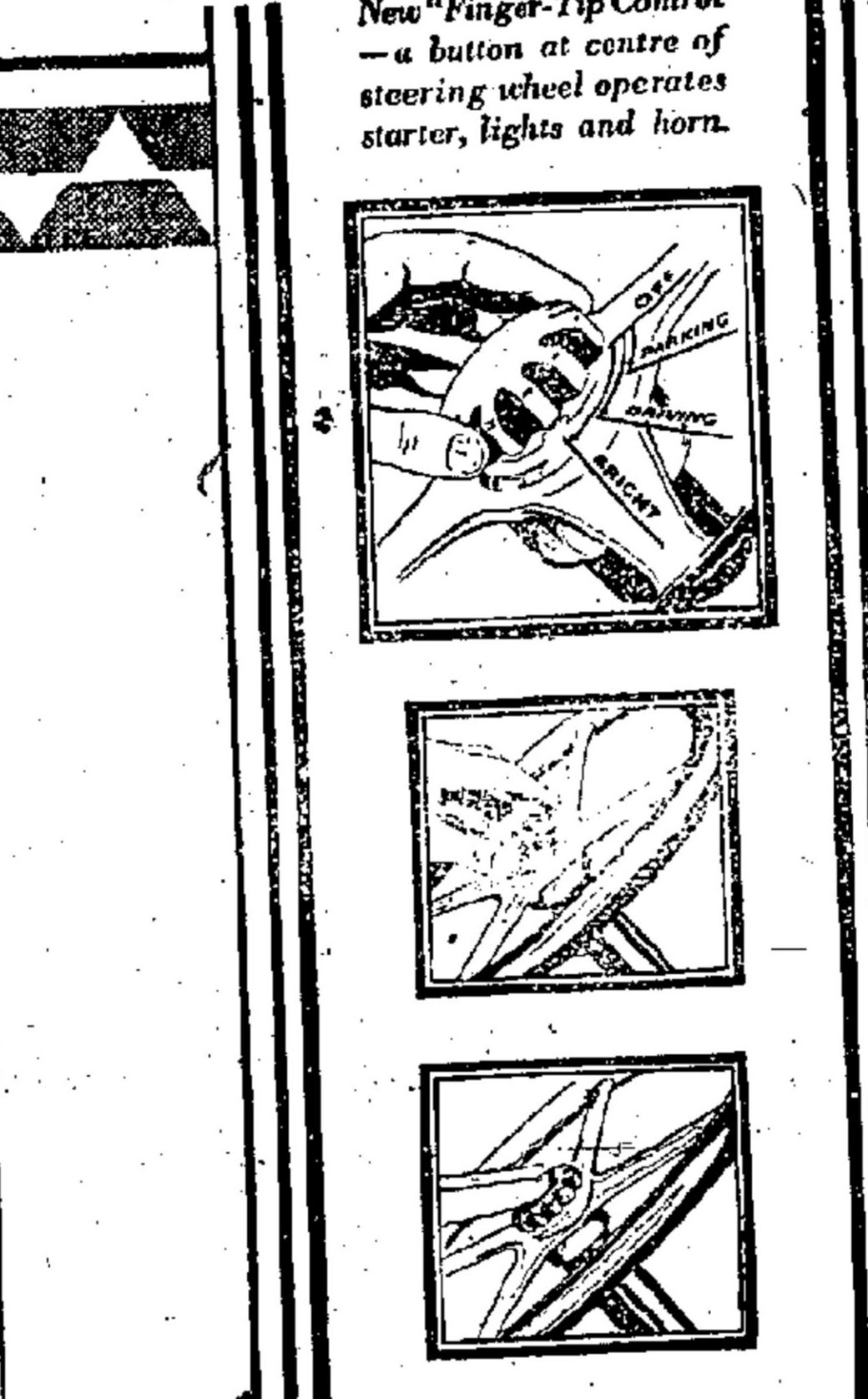
Officers of the Studebaker-Pierce-Arrow Export Corporation are: P. G. Hoffman, Chairman of the board; H. S. Welch, President; J. L. Overlock, Vice-President; H. E. Dalton, Secretary; E. L. Lalumier, Treasurer. Because of

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Whippet Four Touring

LOWER COST OF OPERATION



THE new Superior Whippet makes the beauty and style of costly cars available at a low price. Graceful lines, rich colours, longer bodies, higher radiator and sweeping one-piece full crown fenders all contribute to Whippet's trim, smart appearance.

In engineering, the new Superior Whippet can be compared only to cars of much greater cost. Important advantages include a higher compression engine, silent timing chain, full force-feed lubrication, Nelson type aluminum alloy invar-strut pistons, big four-wheel brakes.

Dependable performance and low consumption of oil and petrol make the new Superior Whippet a decidedly economical car to operate. See the Whippet at your nearest Willys-Overland dealer's.

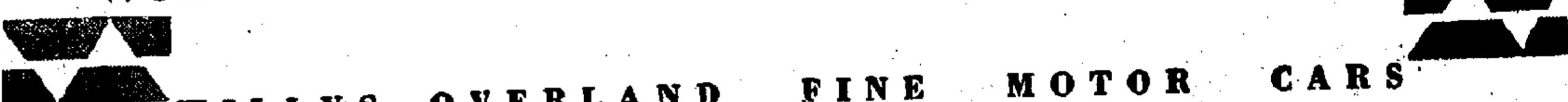
All prices and specifications subject to change without notice.

The new superior WHIPPET FOUR

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SEDAN \$2,080

WILLYS - OVERLAND FINE MOTOR CARS



WILLYS - OVERLAND FINE MOTOR CARS

Established between men in actual charge of service stations all over the world and the factory.

The production department will be kept familiar with the particular requirements of each territory in the export markets. A complete line of open car models built specially for export territories, where open cars are largely in demand is being released immediately.

Organisation of this new corporation comes at a time when the export business of both manufacturers is at a high mark. During 1928, Studebaker sales in overseas markets were 41 per cent. greater than for the year 1927. Because of the great success met by Pierce-Arrow in the United States, it is expected that export sales will mount rapidly.

MORE MILES PER GALLON.

9 H.P. CLYNO.
LANE CRAWFORD LTD.

Chevrolet Truck Does Its Bit In Persia



An average freight and passenger load starts from Teheran for the interior of Persia. This Chevrolet truck is one of many that are in constant use in the Near East.

MECHANISATION

THE NAPOLEON OF THE FUTURE

"MAY BE IN A GARAGE"

For two years a mechanized military force typical of the armies of the future has been experimenting at Salisbury.

This was revealed by the Director of Staff Duties of the British Army, Major-General C. Bonham-Carter, who told a reporter that he believed we were now ahead of any other country in the world in our knowledge of military mechanisation.

"As the result of secret experiments, a date has been obtained," he said, "to enable the War Office to issue to Staff and regimental officers a book which may be regarded as the first official military handbook of the army on wheels and caterpillar tractors."

"The experimental armoured force has now been disbanded, as its vehicles are required for other experiments."

Major-General Bonham-Carter agreed that the Napoleon of the future might to-day be wearing overalls and working in a garage.

It is hoped to have a mechanised brigade in this year's manoeuvres.

TOURING CARS

ARE THE BEST FOR SUMMER.

DODGE BROTHERS

BUILD THE BEST TOURING CARS.



THE VICTORY SIX

IS THE ACHIEVEMENT OF DODGE BROTHERS.

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FITTED WITH M.A.G. ENGINE

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FAMOUS ENGINE

The Most Difficult and Dangerous

Race in France

THE HILL CLIMB DE LA TURBIE

175 c.c. 1st, 2nd, 3rd, 4th, 5th

All on M & G.

250 c.c. 1st on M & G.

350 c.c. 1st on M & G. M.A.G. engine.

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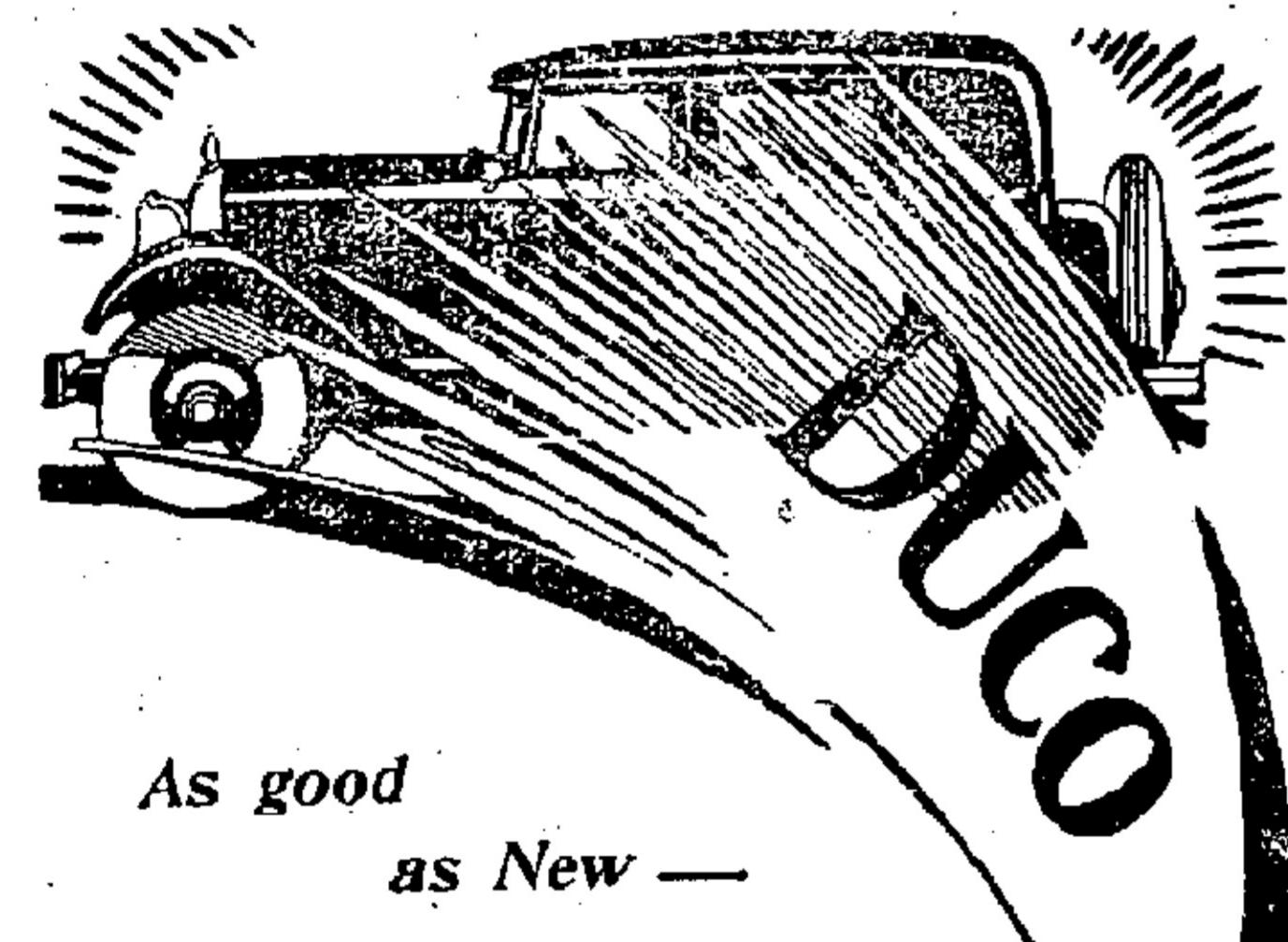
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Easy Payments Arranged.

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46, Nathan Road, Kowloon.As good
as New —Let us renew the original beauty of
your car with an expertly applied
DUKO finish job. Then she'll look
as good as new.

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CAR LICENCES

RESPONSIBILITY FOR PROPER
DISPLAY

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CAR MARKETS

INVASION OF EUROPE BY
AMERICA

FIGHT FOR SUPREMACY

In the article printed below, the New York correspondent of the "Daily Mail" shows that the fight for all the motor-car markets of Europe on which Mr. Henry Ford and Mr. Alfred Sloan, president of General Motors, are believed to be embarking, is regarded as an invasion of Europe by the entire United States motor-car industry.

In his fight Mr. Sloan will have the support of the 80 other millionaires who are interested in General Motors, the £300,000,000 company which recently bought the Opel works at Russelheim, Germany, for £6,000,000.

"The American motor-car industry has assumed responsibility for the prosperity of the country," said Mr. Alfred Sloan, president of the General Motors Corporation, in commenting recently upon the fact that this gigantic enterprise absorbs 10 per cent. of America's 115 millions.

Here in a sentence is the explanation of the great activities that Mr. Henry Ford, Mr. Sloan, and the other American manufacturers are showing abroad. The prosperity of the United States must be maintained and increased, and with Americans made "motor minded" by Mr. Ford, the world beyond must now be conquered. If this can be achieved, Mr. Ford and Mr. Sloan are the two Americans capable of the task.

To those in the know, Mr. Ford looms as an even more masterful personality to-day than when he was supplying the "Lizzie" to all America. Visit the big towns throughout the United States and you find that the new Ford motor-car is outdistancing its competitors at the rate of two sales to one. Experts will tell you it is quality that sells.

13,400 Cars a Day

When Mr. Ford closed his Detroit works in May, 1927, pessimists croaked gloomily that the industry's "grand old man" had passed the peak of his career. To-day he has nearly 130,000 employees on his Detroit pay roll and is turning out around 7,400 cars a day—the famous made T only ran to 5,000 a day. From the point of view of man economy some experts are comparing Mr. Ford's staff and its output with the 60,000 employed by General Motors in the production of the Chevrolet at a rate of 6,000 cars a day—half the number of workers with almost the same output.

One interesting explanation of Mr. Ford's large staff is that he is upholding his ideal or maintaining and diffusing prosperity among the working people, but the question sometimes asked is whether such idealism is good business in face of modern competition. General Motors also considers its employees, and recently took out the largest insurance contract ever issued in business history. Its policy was for £80,000,000, covering its 200,000 employees who for £s. a month receive £400 life insurance and sick benefits to the extent of £2 a week.

Everything in modern American business is done on a large scale. When the General Motors executives visit their Detroit plant they find within the building a complete hotel ready to serve them until they leave the city.

Fords for all Lands

The European rivalry of Mr. Ford and Mr. Sloan is regarded as an invasion by the entire American motor-car industry. American sales in Europe this year are already designed to reach a total of 250,000 cars.

Mr. Ford is now busily planning his new Moscow plant, which will have an output of 100,000 cars a year, and when all his European assembling and manufacturing plants are operating Ford companies will be busy in England, Ireland, France, Germany, Belgium, Spain, Denmark, Italy, Sweden, Finland, Holland, and Turkey. Distribution from these centres will carry Ford cars and tractors to Egypt, Palestine, Syria, Arabia, Iraq, Prussia, and Afghanistan. No wonder General Motors is fighting Mr. Ford on the battlefield of Europe.

If Mr. Sloan succeeds in purchasing Citroen, it will be a tremendous victory. The French company is scheduled to make 80,000 cars this year, chiefly to the French market. Citroen's absorption into the Sloan organization would relieve the extreme pressure now being brought to bear on the Chevrolet car by both the new Ford and the Citroen car.

Men Who Live For Work

Mr. Ford's policy in England of admitting general dealers into the circle of his salesmen is recognized as a master stroke of business, enlarging his opportunities and removing the antagonism in the trade, felt when the dealer is obliged to take the Ford and Ford products to the exclusion of all other business.

In their battle for supremacy, Mr. Sloan and Mr. Ford have one quality in common—each lives for the work to which he has set his hand. Mr. Sloan has no hobbies. He found that even golf bored him. His week-end is devoted to rest, but he needs no mid-week off days to cultivate an outdoor hobby. Tall, broad-shouldered, and with a long mobile face, he looks the picture of health, but it is gained in the exercise of his work, not in the field of sport.

New York is especially proud of "silent" Sloan as they call him, for he is a native of this city.

KINYANJU'S CAR

PREFERRED LOW GEAR FOR
THE NOISE

The death has occurred at the age of 65 of Kinyanjui, the Paramount Chief of the Kikuyu tribe. Kinyanjui was a notable personage; probably the most remarkable native in East Africa since the death of the Uganda Regent, Sir Apolo Kagwa.

He used to lead his spearmen in tax-gathering expeditions, returning with goats galore, and taking census of huts by means of notches on sticks. The Kikuyu, unlike most other Bantu people, had no hereditary chief, so when the then acknowledged chief was deposed for misbehaving himself the Government selected Kinyanjui to take his place.

Kinyanjui had scores of wives and hundreds of children. He appreciated the advantages of education, but stopped short at that of women, and of his numerous wives and daughters few were "educated." Women are trained to work among the Kikuyu and he did not wish them spoiled.

Why Buy More Petrol? A few years ago Kinyanjui bought a motor-car, hiring a Buganda driver. Soon after there was a big dispute between him and his driver.

The driver said the chief owed him £5, and the chief retorted that the driver owed him £15. He contended that when he bought the car it was fully charged with petrol, but his driver went on buying more, which was his business, if he could not drive without! Also the car always had to be driven on low gear; it made a bigger noise!

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PACKARD. PLYMOUTH.
CHRYSLER. DE SOTO
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The China Mail

ESTABLISHED 1845

HONG KONG, THURSDAY, MAY 23, 1929.

"OVERLAND CHINA MAIL"

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THE WEEK'S NEWS
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Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to—

Butterfield & Swire.

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POST OFFICE NOTICE

LIST OF VESSELS EXPECTED TO BE IN WIRELESS
COMMUNICATION WITH HONG KONG TO-DAY.

Durban Maru, Kaga Maru, Tydeus, Tjikarang, Franken, Morea,
President Grant, Tai Poo Sek, Bintang.

PUBLIC HOLIDAY

On Friday, the 24th inst. the G.P.O. and Branch Post Offices will be open from 8 a.m. to 9 a.m.

There will be one collection from the pillar boxes and one delivery of ordinary correspondence as on Sundays and one delivery of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed.

The Public are again reminded that the postage on newspapers published in Hong Kong and addressed to British Possessions, China and Macao is 2 cents for 4 ozs. and not 2 cents per newspaper. When the postage is not fully prepaid newspapers cannot be forwarded and if they do not bear the senders' names and addresses they are disposed of in the Dead Letter Office.

INWARD MAIIS.

From	Per
THURSDAY, MAY 23.	
Shanghai and Amoy	Luchow
Amoy	Talamba
Europe via Suez (Letters and papers, London, 25th April and parcels, 18th April)	Rajputana
Straits	Rossington Court

FRIDAY, MAY 24.

Japan, Shanghai and Europe via Siberia (London, 1st May)	Morea
U.S.A., Canada, Japan and Shanghai	President Grant
SATURDAY, MAY 25.	
Shanghai and Swatow	Szechuan
SUNDAY, MAY 26.	
Straits	Hakone Maru

OUTWARD MAIIS.

For	Per
THURSDAY, MAY 23.	
Formosa	Sarukai Maru
Amoy & Japan	3.30 p.m.
Tourane	Yuen Sang
Saigon	5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles	Clara Jebsen
Morea	5 p.m.
(Due Marseilles, 22nd June)	K.P.O.
Parcels	May 23, 4.30 p.m.
Registration	May 25, 9 a.m.
Letters	10 a.m.
G.P.O.	
Parcels	May 23, 5 p.m.
Registration	May 25, 9.45 a.m.
Letters	10.30 a.m.

FRIDAY, MAY 24.

Hoiohow, Pakhoi and Haiphong	Linan
Shanghai, Japan and Europe via Siberia	8.30 a.m.
Sandakan	Rajputana
Swatow, Amoy and Foochow	8.30 a.m.
SATURDAY, MAY 25.	
Manila	Mausang
Amoy	Hsi Ching
SUNDAY, MAY 26.	9 a.m.
Hoiohow	Anhui
Amoy and Formosa via Swatow	Canton Maru
Swatow and Bangkok	Kalgan
	9 a.m.
	8.30 a.m.

*Correspondence bearing vessel's name only.

BIRTHDAY "GIFT" FOR GOLFER

WINS CONTEST

HORTON SMITH RETAINS LEAD TO THE FINISH

GEORGE DUNCAN RETIRES

Paris, Yesterday.

At St. Cloud Aubrey Boomer in the third round did it in 61, with a record card reading:

Out, 3, 5, 4, 4, 3, 3, 4, a total of 38.

In, 3, 4, 3, 3, 3, 2, 4, 3, a total of 28.

Apart from missing six-foot putts at the eleventh and twelfth, his golf was flawless. He putted at the other holes with uncanny accuracy.

The leaders at the end of the third round are:

Horton Smith	70, 202
Aubrey Boomer	61, 207
Sarazen	67, 213
Duncan	71, 216
A. Boyer (Nics)	73, 219
Farrel	74, 219
Henry Cotton	76, 219

Final Scores

The winner of the tournament was C. Horton Smith.

Fourth round and aggregate scores are as under:

C. Horton Smith	(U.S.A.) 66-66-70-71=273
Henry Cotton	(British) 73-71-75-74=293
Gene Sarazen	(U.S.A.) 75-71-67-72=285
W. Hagen	(U.S.A.) 73-72-70-70=293
J. Farrel	(U.S.A.) 74-71-290*
A. Boyer (Nics)	73-73-292*
Aubrey Boomer	(British) 61-71-278*
Joe Turnesa	(U.S.A.) 72-294*

*Previous round scores not cabled.

George Duncan (Irish) retired after the third round owing to an attack of sciatica.

HAGEN HAD ENOUGH!

Won't Meet Archie Compston Next Week

Walter Hagen, who competed in the St. Cloud tournament, stated that he will be unable to fulfil his engagement to meet Archie Compston at Moor Park on May 31 and Birmingham on June 1. He said, "I am very tired. I require a rest."

Hagen added, "I have had a strenuous time, and could not do justice to myself or the public by going on with the matches against Compston. I regret it very much, but what more can I do? I shall go to Germany, afterward to the south of France, before returning to America in about a week's time."

Robert Harlow, Hagen's manager, stated that he was quite willing to provide as substitute Joe Turnesa, the winner of the Thousand Guineas tournament last week—Reuter.

Writing in a Scottish paper a few weeks ago a golf contributor stated:

A friend of his told me at Glencairn a few years ago that at the big tournaments in America the principal question among the competitors is almost invariably, "What is Bill doing?" There will be a pleasant note added to their anxiety at Muirfield.

Bill, however, will have to do something very brilliant to get a share of the limelight in such a gathering. On the other hand it may be thrust unwanted perhaps, on another of the Americans—Horton Smith. Seldom has there been such a chorus of praise regarding a rising star as that which has been handed to Smith, and that there is point in it, is indistinct.

When I met Bobby Cruickshank a few weeks ago, the name of Horton Smith was continually on his lips.

"A great boy," "You will like him immensely," "The man to watch," and various other tributes were paid freely and generally. Now Macdonald Smith has come along and has raised his boy in a similar strain in praise of his "fellow clingsman."

Horton evidently is "the goods" in a land that has developed the art of producing them, and that is a sufficient recommendation in this country, but there is a lot of wisdom in the warning in beware "when all men shall speak well of you," and Smith may find it difficult to live up to the praise of his sponsors.

AMERICA'S LAWS

PROBLEM OF THEIR ENFORCEMENT

COMMISSION'S POWERS

Washington, Yesterday. President Hoover has invited the members of the newly-appointed Law Enforcement Commission, including ex-Attorney-General George Wickesham, and Miss Ada Comstock, to assemble at a White House luncheon on May 28.

It is pointed out that the forthcoming inquiry will not be confined to the question of Prohibition, but will have a much broader scope. The Commission, which represents every section of the country, will hold extended hearings at Washington and other cities, in an effort to determine the basic causes of the spread of crime.

All the members are lawyers except Miss Comstock—Reuter's American Service.

Degrees

Temperature, 10 a.m. to day 81

Temperature, 2.30 p.m. yesterday 88

Humidity, 10 a.m. to day 89

Humidity, 2.30 p.m. yesterday 69

VAN LEAR BLACK

TO FLY FROM CROYDON TO TOKYO AND BACK

LEAVING ON MAY 31

London, Yesterday. The American millionaire, Mr. Van Lear Black, leaves Croydon on a flight to Tokyo on May 31, via India and Bangkok, returning via Russia.

The aeroplane, which was used on Mr. Black's recent trip to the Cape, is now in the final stages of overhaul at Amsterdam, after an accident in the South of France, which concluded the Cape flight.

The following appointments in the Malayan Civil Service are notified in the "Straits Government Gazette":—Mr. J. D. Hall, to act as Secretary to High Commissioner for the Malay States, Mr. A. S. Haynes, to act as Secretary for Postal Affairs, S.S. and F.M.S.; Mr. A. C. Boyd, Mr. L. S. Freer and Mr. A. D. York, to be collectors of Land Revenue, Malacca; Lieutenant Commander J. C. Derrick, R.N.R., to be Observer, Time Balls and Deputy Registrar of Shipping, Singapore, and Mr. R. E. Hope-Palkner to act as an Assistant Superintendent of Police, S.S. Mr. J. I. Miller is promoted to be an Officer in Class III of the Malayan Civil Service.

ed by his recent achievements, which include a match play win over Hagen.

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Other Business

Mr. C. Bernard Brown proposed that Sir Robert Ho Tung, Messrs. A. H. Compton, L. Dunbar, A. S. Gibbey, H. Humphreys, T. E. Pearce and A. H. White be re-elected to the board of Consulting Committee.

This was seconded by Mr. Ho Kom-tong and carried.

Messrs. Lowe, Bingham and Matthews, and Messrs. Percy Smith, Seth and Fleming, were re-elected auditors of the company on the proposal of Mr. J. Arnold and seconded by Mr. Lo Man-hin.

Shares Represented

Altogether 680 shares were represented by the following who were present at the meeting: Mr. B. D. F. Beith (Chairman), Mr. H. W. Moon (Acting Secretary), Messrs. A. H. Compton, A. S. Gibbey, H. Humphreys, T. E. Pearce, and A. H. White (Consulting Committee).

Shareholders present were Messrs. Ho Kom-tong, Lo Man-hin, D. V. Stevenson, C. Bernard Brown, L. S. Greenhill, Ho Leung, A. H. Bumjahn, and J. H. Seth.

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